

RC-130900

CHICAGO & NORTH WESTERN

1986

1 OF 3

RC 130900 &

R-1

annual report

APPROVED BY OMB
3120-0029
EXPIRES 3-31-87



Correct name and address if different than shown.

RC000319 R186
Chicago and North Western Transportation Co.
165 N. Canal St., 8th Fl, 1 NW Center
Chicago, IL 60606

**DO NOT TAKE THIS
REPORT APART**

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1986

ANNUAL REPORT

OF

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

AND LESSOR SUBSIDIARIES

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1986

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

(Name) J. M. BUTLER (Title) SENIOR VICE PRESIDENT-
FINANCE AND ACCOUNTING

(Telephone number) 312 559-6500

(Area code) (Telephone number)

(Office address) 165 North Canal Street, Chicago, IL 60606

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

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.

Revisions to this report resulted from the following Commission's decisions, copies of which were served on all railroads:

Ex Parte No. 455

Title: Revision to the Uniform Systems of Accounts for Railroads

Decision Date

Listing of schedules that have been changed from the preceding year and description of the changes.

Schedule 210	Retitled Accounts 518 & 550 and deleted accounts 535 & 543 and renumbered line items.
Schedule 330	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 330A	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 332	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 335	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 339	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 340	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 342	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 350	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 351	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 352B	Added Account 59 computer systems and word processing equipment and renumbered.

Changes were made to the following schedules.

Schedule 200	Line 16 added Sch. 310A and added Item No. 8 Marketable Equity Securities.
Schedule 332	Changed Item No. 3, and added 1/1 over col. d, and 12/1 over col. c and Line 40 NA in cols. d and g.
Schedule 335	Changed Item No. 1.
Schedule 416B	Changed to Sch. 416A.
Schedule 416A	Changed to Sch. 418.
Schedule 710	Lines 59-67 updated Class of Equipment.
Schedule 710S	Changed Item No. 1.

SPECIAL NOTICE

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

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

ESTIMATE OF REPORTING BURDEN

In order to monitor carrier reporting burden and to satisfy OMB requirements pursuant to Public Law 96-511, it is requested that you furnish the following information:

(1) Best estimate of the number of staff hours required to complete this report. In making this estimate please include the number of hours attributable to preparing the report and any special compilations contained in this report that would not generally be maintained or used by management for purposes other than reporting to this Commission.

TOTAL HOURS (Estimated) _____

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate include only the incremental staff hours required for the USOA (those hours in addition to the data needs of management and requirements of other Federal and State agencies).

TOTAL HOURS (Estimated) _____

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate include only the incremental costs required for the Commission's rules (those costs in addition to retention requirements of management and other Federal and State agencies).

TOTAL HOURS (Estimated) _____

Storage costs (Estimated) _____

TABLE OF CONTENTS

	SCHEDULE NO.	PAGE		SCHEDULE NO.	PAGE
Schedules Omitted by Respondent	A	1	Supporting Schedule—Road	416A	55
Identity of Respondent	B	2	Specialized Service Subschedule—Transportation	417	56
Voting Powers and Elections	C	3	Supporting Schedule—Capital Leases	418	57
Comparative Statement of Financial Position	200	5	Analysis of Taxes	450	59
Results of Operations	210	10	Items in Selected Income and Retained Earnings		
Retained Earnings—Unappropriated	220	13	Accounts for the Year	460	61
Capital Stock	230	14	Guaranties and Suretyships	501	62
Statement of Changes in Financial Position	240	15	Compensating Balances and Short-Term Borrowing		
Working Capital Information	245	17	Arrangements	502	63
Investments and Advances Affiliated Companies	310	20	Debt Holdings	510	66
Investments in Common Stocks of Affiliated Companies	310A	24	Transactions Between Respondent and Companies or		
Road and Equipment Property	330	26	Persons Affiliated With Respondent for Services		
Improvements on Leased Property	330A	28	Received or Provided	512	70
Depreciation Base and Rates—Road and Equipment			Mileage Operated at Close of Year	700	72
Owned and Used and Leased from Others	332	30	Mileage Owned but Not Operated by Respondent at		
Accumulated Depreciation—Road and Equipment			Close of Year	701	73
Owned and Used	335	31	Miles of Road at Close of Year—By States and		
Accrued Liability—Leased Property	339	32	Territories (Single Track) (For Other Than Switching and		
Depreciation Base and Rates—Improvements to Road			Terminal Companies)	702	74
and Equipment Leased from Others	340	33	Changes During the Year	705	75
Accumulated Depreciation—Improvements to Road and			Inventory of Equipment	710	78
Equipment Leased from Others	342	34	Unit Cost of Equipment Installed During the Year	710S	84
Depreciation Base and Rates—Road and Equipment			Track and Traffic Conditions	720	85
Leased to Others	350	36	Ties Laid in Replacement	721	86
Accumulated Depreciation—Road and Equipment			Ties Laid in Additional Tracks and in New Lines and		
Leased to Others	351	37	Extensions	722	87
Investment in Railroad Property Used in Transportation			Rails Laid in Replacement	723	88
Service (By Company)	352A	38	Rails Laid in Additional Tracks and in New Lines and		
Investment in Railway Property Used in Transportation			Extensions	724	89
Service (By Property Accounts)	352B	39	Weight of Rail	725	90
Railway Operating Expenses	410	41	Summary of Track Replacements	726	91
Way and Structures	412	48	Deferred Capital Improvements—Tracks	728	91
Rents for Interchanged Freight Train Cars and Other Freight			Consumption of Fuel by Motive-Power Units	750	92
Carrying Equipment	414	49	Railroad Operating Statistics	755	95
Supporting Schedule—Equipment	415	52	Verification		99
Supporting Schedule—Road	416	54	Memoranda		100

Road Initials: CNW

Year 19 86

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Chicago and North Western Transportation Company and Lessor Subsidiaries*

2. Date of incorporation March 24, 1970

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees Organized under general laws of State of Delaware as North Western Employees Transportation Corporation. By Certificate of Amendment filed with Secretary of State of Delaware on May 2, 1972, name was changed to Chicago and North Western Transportation Company.

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

***LEASED LINES:**

Midwestern Railroad Properties, Inc.

MINOR LAND COMPANIES:

CNW Realco, Inc.

Wisconsin Town Lot Co.

EQUIPMENT LESSORS:

North Western Leasing Co.

North Western Communications, Inc.

STOCKHOLDERS REPORTS

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

Check appropriate box:

☒ Two copies are attached to this report.

☐ Two copies will be submitted _____
(date)

☐ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock. Common, \$ 0.28 per share; first preferred, \$ # per share; second preferred, \$ per share; debenture stock, \$ per share.
2. State whether or not each share of stock has the right to vote. If not, give full particulars in a footnote. No*
3. Are voting rights proportional to holdings? No* 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? Yes* 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. Not closed.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 1,000 votes, as of December 31, 1986 (Date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 1 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him; such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

SEE NOTES ON PAGE 4

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Common (d)	PREFERRED		
					Second (e)	First (f)	
1	CNW Corporation Chgo., IL		1,000	1,000			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 1,000
votes cast.

11. Give the date of such meeting. May 20, 1986

12. Give the place of such meeting. Chicago, IL

NOTES AND REMARKS

Redeemable Preference Shares, \$10,000 per share.

* The Preference Shares are non-voting, except that when dividend or redemption payments are in arrears for any reason, the FRA may appoint two directors to the Company's Board.

Pursuant to Board of Directors resolutions and financing agreements authorizing the issuance of said Preference Shares to finance major track and roadbed improvements on North Western's main line in Illinois and Iowa, and into Nebraska, as of December 31, 1986, 14,447 Preference Shares had been issued to the Federal Government consisting of:

Series A	2,212 Shares
Series B	97 Shares
Series C	144 Shares
Series D	11,335 Shares
Series E	659 Shares

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Assets			
1		701	Cash	1,504	456	1
2		702	Temporary Cash Investments	38,274	54,006	2
3		703	Special Deposits	299	438	3
			Accounts Receivable			
4		704	- Loan and Notes	1,130	405	4
5		705	- Interline and Other Balances	9,308	7,106	5
6		706	- Customers	48,553	37,933	6
7		707	- Other	18,758	20,337	7
8		709, 708	- Accrued Accounts Receivables	58,080	43,846	8
9		708.5	- Receivables from Affiliated Companies	6,703	5,641	9
10		709.5	- Less: Allowance for Uncollectible Accounts	1,371	1,101	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	5,031	2,725	11
12		712	Materials and Supplies	38,253	38,985	12
13		713	Other Current Assets	625	977	13
14			TOTAL CURRENT ASSETS	226,147	212,754	14
			Other Assets			
15		715, 716, 717	Special Funds	2,496	2,922	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	63,524	42,559	16
17		722, 723	Other Investments and Advances	4,449	39	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.	-	-	18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ 14	4,614	6,764	19
20		739, 741	Other Assets	2,913	1,047	20
21		743	Other Deferred Debits	11,728	11,500	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	89,724	64,831	23
			Road and Equipment			
24		731, 732	Road (Schedules 330 and 330A)	924,765	863,988	24
25			Equipment	406,456	413,229	25
26			Unallocated Items	50,200	66,291	26
27			Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(399,468)	(372,307)	27
28			Net Road and Equipment	981,953	971,201	28
29	*		TOTAL ASSETS	1,297,824	1,248,786	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30	751		Loans and Notes Payable	-	-	30
31	752		Accounts Payable; Interline and Other Balances	3,113	3,292	31
32	753		Audited Accounts and Wages	25,576	28,286	32
33	754		Other Accounts Payable	1,928	2,184	33
34	755, 756		Interest and Dividends Payable	13,325	14,061	34
35	757		Payables to Affiliated Companies	-	-	35
36	759		Accrued Accounts Payable	164,923	156,687	36
37	760, 761, 761.5, 762		Taxes Accrued	12,414	14,361	37
38	763		Other Current Liabilities	1,139	695	38
39	764		Equipment Obligations and Other Long-Term Debt due Within One Year	48,963	47,548	39
40			TOTAL CURRENT LIABILITIES	271,381	267,114	40
Non-Current Liabilities						
41	765, 767		Funded Debt Unmatured	335,587	310,491	41
42	766		Equipment Obligations	92,029	108,714	42
43	766.5		Capitalized Lease Obligations	45,700	48,736	43
44	768		Debt in Default	-	-	44
45	769		Accounts payable; Affiliated Companies	-	-	45
46	770.1, 770.2		Unamortized Debt Premium	(1,939)	(2,083)	46
47	781		Interest in Default	-	-	47
48	783		Deferred Revenues-Transfers from Government Authorities	13,029	16,233	48
49	786		Accumulated Deferred Income Tax Credits	24,936	24,311	49
50	771, 772, 774, 775, 782, 784		Other Long-Term Liabilities and Deferred Credits	48,723	42,621	50
51			TOTAL NONCURRENT LIABILITIES	558,065	549,023	51
Shareholders' Equity						
52	791, 792		Total Capital Stock: (Schedule 230) (L 53&54)	143,732	143,961	52
53			Common Stock	-	-	53
54			Preferred Stock Redeemable	143,732	143,961	54
55			Discount on Capital Stock	-	-	55
56	794, 795		Additional Capital (Schedule 230)	83,489	83,489	56
Retained Earnings:						
57	797		Appropriated	-	-	57
58	798		Unappropriated (Schedule 220)	241,157	205,199	58
59	798.1		Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60	798.5		Less Treasury Stock	-	-	60
61			Net Stockholders Equity	468,378	432,649	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	1,297,824	1,248,786	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

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

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ 177,000

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

See Note 3 (a) following

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund \$ 4,537

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

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

If funding is by trust agreement, list trustee(s) Continental Illinois Natl. Bank of Chicago

Date of trust agreement or latest amendment January 4, 1985

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

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

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

Yes _____ No X

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

(ii) Are voting rights attached to any securities held by the pension plan? Specify: Yes _____ No X If yes, who determines how stock is voted? N/A

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

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ None

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ None

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

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION — EXPLANATORY NOTES

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

Disclose all items amounting 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 possible assessments of additional taxes and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed.

CONTINGENT ASSETS:

None

CONTINGENT LIABILITIES:

Under the terms of an agreement whereby the Company, in 1981, sold its interest in the Illinois Terminal RR. Co., the buyer, Norfolk & Western RR., assumed primary liability for Illinois Terminal's First Mortgage Bonds. However, the Company remains contingently liable first for its former stockholding proportion of 9.09% of principal and interest on such bonds and second, in the event of payment defaults by both Norfolk & Western and other former stockholders for up to the full amount of

3,961

Under the above agreement regarding the Illinois Terminal RR., Company is also contingently liable for its former stockholding proportion of the annual rental of McKinley Bridge spanning the Mississippi River, up to an aggregate of

250

See also Schedule 501 relative to guaranties, and Note 15.

8. Marketable Equity Securities.

None

(a) Changes in Valuation Accounts

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

(b) At 12/31/86, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

	Gains	Losses
Current	\$ —	\$ —
Noncurrent	—	—

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

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

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

COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES -
(Continued)

3.(a) PENSIONS

The Company has a noncontributory funded pension plan for certain of its employees, which supplements retirement benefits under the Company's Profit Sharing and Retirement Savings Plan and the Railroad Retirement Act if they do not reach specified minimum levels. The total pension expense for 1986 and 1985 was \$319 and \$425, respectively, which includes amortization of past service costs and actuarial gains and losses over thirty years and fifteen years, respectively. The Company makes annual contributions to the plan equal to the amount accrued for pension expense.

A comparison of accumulated plan benefits and plan net assets for the Company's defined benefit plan is as follows:

	January 1,	
	<u>1986</u>	<u>1985</u>
Actuarial present value of		
accumulated pension plan benefits:		
Vested	\$7,758	\$7,778
Nonvested	258	285
Total	<u>\$8,016</u>	<u>\$8,063</u>
	=====	=====
Net assets available for benefits	\$3,221	\$2,953
	=====	=====

The assumed rate of return used in determining the actuarial present value of accumulated plan benefits was 8% for both 1986 and 1985.

During 1985, the Financial Accounting Standards Board issued Statement 87 on employers' accounting for pensions which established new expense and disclosure standards. The Company will implement these standards prospectively during 1987. It is anticipated the adoption of these standards will increase annual pension expense by approximately \$.4 million and necessitate the recording of an intangible asset and a related accumulated benefit obligation of approximately \$4 million.

COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES -
(Continued)

9. The financial statements contained in this report are in accordance with the Uniform System of Accounts as prescribed by the Interstate Commerce Commission.

The consolidated financial statements reflect the operations of the Company and all of its majority owned subsidiaries as authorized in the Commission's letter dated August 19, 1976, File: ACA/BAH, except that Western Railroad Properties Incorporated ("WRPI"), a Class II operating railroad, is included under the equity method.

10. The Company applies depreciation accounting to all of its property. Additions and renewals constituting a unit of property are capitalized. Other renewals, repairs and maintenance are charged to expense. Track removal costs and costs of units of property retired or replaced, less salvage, are charged to accumulated depreciation. Fully absorbed overhead costs related to track construction and payroll additives related to other construction are capitalized. The Company's policies comply with those prescribed by the Interstate Commerce Commission.

Depreciation is provided at composite straight-line rates. For the years 1986 and 1985, the provision for depreciation approximated annual rates of 3.2% and 3.3%, respectively, of the depreciable property. Capital leases are amortized over the terms of the respective leases. For the years 1986 and 1985, such lives ranged from 8 to 30 years. The average amortizable life was approximately 11 years for 1986 and 1985.

11. The Company provides deferred income taxes applicable to the income reported in its separate financial statements under the flow through method of accounting. The Company joins its parent, CNW Corporation, in the filing of a consolidated income tax return. As a result of permanent and timing differences, the parent has \$177,000 of net operating loss carryforwards which are available to reduce future taxable income. These amounts expire in 1994 through 2000. In addition, CNW Corporation has approximately \$114,000 of investment tax credit carryforwards which expire in 1989 through 2000 (of which \$32,000 is available to reduce future book income tax provisions). Under the Tax Reform Act of 1986, if unused, these credits will be reduced to \$94,000 (\$26,000 for book purposes) as of January 1, 1987 and \$74,000 (\$21,000 for book purposes) as of January 1, 1988. Consequently, the Company has little currently payable income taxes and will use the above carryforwards to substantially defer future federal income tax payments.

See also Schedule 450, Analysis of Taxes.

12. The Company has substantial lease commitments for railroad, highway and data processing equipment. Those leases which meet the criteria established by FASB No. 13 are capitalized. The remainder are reported as operating leases.

Minimum annual rental commitments for noncancelable leases at December 31, 1986 were as follows:

	<u>Capital Leases</u>	<u>Operating Leases</u>
1987	\$13,569	\$ 66,267
1988	12,892	65,895
1989	11,622	63,114
- 1990	9,154	61,161
1991	7,898	59,899
After 1991	20,410	429,349
Total	<u>\$75,545</u>	<u>\$745,685</u>
		=====
Less amount representing interest on capital leases	<u>22,291</u>	
Present value of net minimum lease payments	<u>\$53,254</u>	
	=====	

COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES -
(Continued)

Lease rental expense for operating leases (including cancellable leases) was as follows:

1986	\$73,886
1985	66,663

The above amounts are net rentals and include insignificant amounts of rental income from subleases.

13. Gross interest expense was \$58,359 in 1986 and \$64,396 in 1985. Of the 1986 amount, \$372 was capitalized.

14. The Company had \$40,077 of cash and temporary cash investments at December 31, 1986. In addition, the Company has two revolving bank credit agreements with a group of banks consisting of a \$30,000 unsecured credit agreement and a \$20,000 secured credit agreement. Any loans outstanding at the end of their revolving credit periods on May 15, 1988 will be automatically converted to secured term loans payable in installments thereafter over five to seven years. No loans were outstanding during 1986 under these or previous revolving credit agreements. Compensating balance requirements are not significant.

15. See Schedule 510, debtholdings, relative to long-term debt outstanding balances.

a) Debt principal payments (including capital lease obligations) due in 1988 through 1991 are \$50,908, \$50,839, \$46,307, and \$47,654, respectively.

b) The principal encumbrances on the properties of the Company are equipment obligations, each of which is a first lien on specific items of equipment and general mortgages which, subject to such equipment liens, are liens on substantially all of the real and tangible personal property and additions thereto of the Company (but not its subsidiaries, except as stated below). Three general mortgage issues with the most senior liens were paid or defeased in 1985. Until January 1, 1989, Northwest Chemco, Inc. holds a general mortgage on the Company's property, but only to secure its interest in the assumption of obligations by the Company in connection with its purchase of the railroad assets on June 1, 1972.

Next in priority of liens (except that the lien securing General Mortgage Note A for \$35,000 is superior to that of Northwest Chemco) are General Mortgage Notes A and B which are also secured by liens on the Company's property to secure loans totaling \$93,000 incurred in 1983 to finance the purchase by a subsidiary of certain rail lines between Minneapolis-St. Paul, Minnesota and Kansas City, Missouri. These Notes A and B are also secured, respectively, by second and first liens on the lines so acquired.

Next in priority of liens is the Consolidated Mortgage securing \$155,000 of bonds by lien on the Company's property and by a covenant to subject thereto the rail lines purchased in 1983 (see preceding paragraph) when the mortgages securing General Mortgage Notes A and B are discharged.

Subject to the above described liens, the United States Government also holds a mortgage on the Company's property securing loans listed above which were made by or are guaranteed as to principal and interest by the Federal Railroad Administration ("FRA"). The proceeds of the loans were used principally to rehabilitate Company freight cars.

One or more of these mortgages contain varying provisions relating to prescribed amounts of capital expenditures, debt retirement and limitations on cash dividends.

COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES -
(Continued)

15. c) The 1985 extraordinary gain resulted from the defeasance of \$23,500 par value of general mortgage bonds by the irrevocable deposit of U.S. Government securities with the mortgage trustees sufficient to satisfy future interest and principal payments due on the bonds. At December 31, 1986, \$24,702 of bonds remain defeased for accounting purposes.

16. The Company is a party to service interruption insurance agreements under which additional premiums up to a maximum of \$6,000 may arise in the event of work stoppages on other railroads. Conversely, the Company is entitled to receive payments under certain conditions if a work stoppage occurs on its property.

The Company is currently not able to purchase part of its third party liability insurance on terms that it traditionally has obtained. As a result, the Company currently is not insured for third party liability losses up to \$50 million per incident. Such losses between \$50 and \$200 million are insured by two offshore insurance companies, one owned by a group of carriers or their parents and one owned by shareholders from a number of different lines of business. The Company's parent is a stockholder of both these insurers. The coverages between \$50 and \$200 million are contingent only with respect to the adequacy of the insurers' reserves at the time of claim. The Company also continues to have traditional amounts of insurance coverage for damage to tangible property of which it is owner or lessee or has custody, subject to a deductible of \$3 million per incident.

17. The Company provides postretirement health care benefits and life insurance in accordance with various agreements. Generally, health care benefits are provided until age 65 for employees who elect to retire before that age, and life insurance is provided for all retired employees whose rates of pay at retirement were not subject to a collective bargaining agreement. The major portion of these benefits is provided through insurance plans, the cost of which were \$1,443 in 1986 and \$1,346 in 1985.

18. Under certain provisions of the Company's financing agreements, if the Company fails to meet certain financial tests, it may be prohibited from paying dividends. Under the provision which was most restrictive at December 31, 1986, approximately \$46,000 is unrestricted for the payment of dividends during 1987.

19. During 1985, the Company instituted a detailed two-year Manpower Reduction Program to reduce its work force by 1,500 employees. The employee terminations have occurred and will occur through various methods including attrition, job buy-outs and otherwise. The Company recorded provisions in 1985 for severance pay to reflect 1985 and 1986 terminations under the program. Severance payments are made either in a lump sum or in installments. In 1986 the Company recorded, as an operating expense, a provision for a second program to reduce another 500 employees. See Schedule 410 for details.

20. The Company has issued Redeemable Preference shares to the FRA to finance the cost of rebuilding and upgrading certain facilities. Preference shares outstanding at December 31, 1986 are as follows:

COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES -
(Continued)

Series	Shares Issued	Amount Outstanding Net of Repayments	Dividend and Redemption Payments	
			Aggregate Rate*	Years Payable
A & D	13,547	\$135,470	7.50%	1988-2014
B	97	970	21.55	1988-2012
C	144	702	16.51	1987-2003
E	659	6,590	25.35	1989-2014
	<u>14,447</u>	<u>\$143,732</u>		

*Aggregate rate is the combined annual dividend and redemption payments expressed as a percentage of par value to be paid if available (see below) in the years indicated above.

Aggregate dividend and redemption requirements for shares outstanding at December 31, 1986 are:

Years Ended December 31,	Total Annual Payments	Years Ended December 31,	Total Annual Payments
1987	\$ 230	2008	11,327
1988	947	2009	9,154
1989	3,123	2010	6,292
1990	5,985	2011	3,304
1991	8,973	2012	483
1992	11,795	2013	70
1993	12,040	2014	42
to	to		
2007	12,277		

Scheduled dividends will be accrued for all shares commencing on the 10th anniversary of their issuance.

Dividend and redemption payments are mandatory except to the extent FRA determines, based on information provided by the Company, that it has no legally available surplus (for dividends) or capital (for redemptions) or that it is insolvent or cannot pay its debts as they mature, or that payment would impair the safe operation of the Company's railroad properties or the maintenance of the usual standards of efficiency or economy of operations of its properties. If any of these exceptions apply, such dividend and redemption payments shall cumulate. If dividend or redemption payments are not made when none of these exceptions apply, or if the Company is in default of certain provisions of its agreement with the FRA, FRA may convert the shares to debt junior to all debt incurred prior to such conversion and payable in 15 annual installments (including any already paid), and the FRA may increase the yield thereof to 5.44% (weighted average) per year from the date of declaration of such increase.

The preference shares are non-voting, except that when dividend or redemption payments are in arrears for any reason, the FRA may appoint two directors to the Company's Board. The outstanding preference shares are redeemable at the Company's option at a price equal to the par value plus premiums which aggregate \$3,507 for each year outstanding, less the aggregate of prior dividend payments.

SUPPLEMENT REQUIRED BY EX PARTE 346

(SUB NO. 1)

The number of carloads and trailer loads of exempted fresh fruits and vegetables handled in 1986 was 15,955. In 1978, prior to exemption, 11,362 carload and trailer loads of the same commodities were handled.

(SUB NO. 2)

The number of carloads and trailer loads of exempted Miscellaneous Commodities handled in 1986 was 179. In 1979, prior to exemption, 6,382 carloads and trailer loads of same commodities were handled.

(SUB NO. 14)

The number of carloads and trailer loads of exempted farm products handled in 1986 was 1,115. In 1982, prior to exemption 1,017 carloads and trailer loads of the same commodities were handled.

Road Initials: CNW

Year 1986

9F

NOTES AND REMARKS

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210. RESULTS OF OPERATIONS (Dollars in Thousands)

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

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 12.

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

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

5. Cross-checks

Schedule 210

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

Schedule 210

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

Schedule 410

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	722,156	721,428	722,156	-	1
2		(102) Passenger	47,286	45,829	-	47,286	2
3		(103) Passenger-Related	185	190	-	185	3
4		(104) Switching	18,801	20,891	18,801	-	4
5		(105) Water Transfers	-	-	-	-	5
6		(106) Demurrage	5,441	4,557	5,441	-	6
7		(110) Incidental	4,215	3,925	3,552	663	7
8		(121) Joint Facility-Credit	269	323	269	-	8
9		(122) Joint Facility-Debit	411	497	411	-	9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	798,312	797,134	750,178	48,134	10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	24,903	25,699	29	24,874	11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	371	828	363	8	12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	823,586	823,661	750,570	73,016	13
14	*	(531) Railway operating expenses	788,400	825,557	718,581	69,819	14
15	*	Net revenue from railway operations	35,186	(1,896)	31,989	3,197	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	201	397			16
17		(510) Miscellaneous rent income	5,923	6,550			17
18		(512) Separately operated properties-Profit	-	-			18
19		(513) Dividend Income (cost method)	10,730	2			19
20		(514) Interest Income	1,959	10,094			20
21		(516) Income from sinking and other funds	151	196			21
22		(517) Release of premiums on funded debt	2	2			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	23,164	6,435			24
		Income from affiliated companies (519)					
25		a. Dividends (equity method)	-	-			25
26		b. Equity in undistributed earnings (losses)	23,881	12,793			26
27		TOTAL OTHER INCOME (lines 16-26)	66,011	36,469			27
28		TOTAL INCOME (lines 15, 27)	101,197	34,573			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	514	571			29
30		(544) Miscellaneous taxes	119	136			30
31		(545) Separately operated properties-Loss	-	-			31
32		(549) Maintenance of investment organization	-	-			32
33		(550) Income Transferred under contracts and agreements	-	-			33
34		(551) Miscellaneous income charges	5,994	5,376			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	6,627	6,083			36
37		Income available for fixed charges (lines 28, 36)	94,570	28,490			37

210. RESULTS OF OPERATIONS-Continued					
(Dollars in Thousands)					
Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	56,690	63,355	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	538	355	40
41		(548) Amortization of discount on funded debt	759	686	41
42		TOTAL FIXED CHARGES (lines 38-41)	57,987	64,396	42
43		Income after fixed charges (lines 37, 42)	36,583	(35,906)	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	-	-	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	36,583	(35,906)	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	-	-	47
48	*	(b) State income taxes	-	-	48
49	*	(c) Other income taxes	-	-	49
50	*	(557) Provision for deferred taxes	625	(6,400)	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	625	(6,400)	51
52	*	Income from continuing operations (lines 46-51)	35,958	(29,506)	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)	-	-	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)	-	-	54
55		Income before extraordinary items (lines 51 + 53 + 54)	35,958	(29,506)	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)	-	3,984	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes-Extraordinary items	-	575	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)	-	3,409	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)	-	-	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	35,958	(26,097)	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	35,186	(1,896)	62
63	*	(556) Income taxes on ordinary income (-)	-	-	63
64	*	(557) Provision for deferred income taxes (-)	625	(6,400)	64
65		Income from lease of road and equipment (-)	272	272	65
66		Rent for leased roads and equipment (+)	187	203	66
67		Net railway operating income (loss)	34,476	4,435	67

NOTES AND REMARKS FOR SCHEDULES 210 and 220

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220. RETAINED EARNINGS (Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries hereunder should be shown in parentheses.
3. Show under "Remarks" the amount of assigned Federal income tax consequences for Accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b), Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item	Retained earnings— Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
		(a)			
1		Balances at beginning of year	\$ 197,131	\$ 8,068	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	12,077	23,881	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	12,077	23,881	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock			11
12		Preferred stock ¹			12
13		TOTAL			13
14		Net increase (decrease) during year (Line 6 minus line 13)	12,077	23,881	14
15	*	Balances at close of year (Lines 1, 2 and 14)	209,208	31,949	15
16	*	Balances from line 15(c)	31,949	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	241,157	NA	17
18	(797)	Total appropriated retained earnings			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at Close of year \$ _____			21
		Amount of assigned Federal income tax consequences:			
22		Account 606 \$ _____			22
23		Account 616 \$ _____			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK (Dollars in Thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common Class A	.28	1,000	1,000	-	1,000	-	-	1
2									2
3									3
4	Preferred								4
5	Series A through E	\$10,000	15,000	14,447		14,447	\$143,732		5
6									6
7									7
8									8
9									9
10	TOTAL	XXXXXX	16,000	15,447	-	15,447	\$143,732	-	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR (Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	14,447	143,961	1,000	0	0	0	83,489	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled Redemption Payments		(229)						14
15									15
16									16
17	Balance at close of year	14,447	143,732	1,000	0	0	0	83,489	17

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

240. STATEMENT OF CHANGES IN FINANCIAL POSITION

(Dollars in Thousands)

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets of financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an application of funds for investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		SOURCES OF WORKING CAPITAL			
		Working capital provided by operations:			
1		Income (loss) from continuing operations (sch 210 line 52)	35,958	(29,506)	1
2		Add expenses not requiring outlay of working capital (subtract) credits not generating working capital			2
		Loss (gain) on sale or disposal of tangible property			
3		Depreciation and amortization expenses	39,860	40,090	3
4		Net increase (decrease) in deferred income taxes	625	(6,400)	4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	(23,881)	(12,793)	5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	6,102	(163)	6
7		Other (specify)			7
8		Retirement of nondepreciable property	551	432	8
9					9
10					10
11					11
12		TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS	59,215	(8,340)	12
13		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles	-	3,984	13
14		TOTAL WORKING CAPITAL FROM OPERATIONS	59,215	(4,356)	14
		Working capital from sources other than operating:			
15		Proceeds from issuance of long-term liabilities (including capital leases)	56,327	12,556	15
16		Proceeds from sale/disposition of carrier operating property	34,760	12,226	16
17		Proceeds from sale/disposition of other tangible property			17
18		Proceeds from sale/repayment of investments and advances	2,976	389	18
19		Net decrease in sinking and other special funds	426	58,157	19
20		Proceeds from issue of capital stock	-	459	20
21		Other (specify)			21
22					22
23		All other-net	-	3,007	23
24					24
25					25
26		TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING	94,489	86,794	26
27		TOTAL SOURCES OF WORKING CAPITAL	153,704	82,438	27

240. STATEMENT OF CHANGES IN FINANCIAL POSITION-Concluded
(Dollars in Thousands)

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		APPLICATION OF WORKING CAPITAL			
28		Amount paid to acquire retire long-term liabilities	49,538	81,009	28
29		Cash dividends declared	-	-	29
30		Purchase price of carrier operating property	85,354	59,281	30
31		Purchase price of other tangible property	2,218	377	31
32		Purchase price of long-term investment and advances	4,837	932	32
33		Net increase in sinking or other special funds	-	-	33
34		Purchase price of acquiring treasury stock	-	-	34
35		Other (specify):			35
36		Redemption of preference shares	229	230	36
37					37
38		Net increase (decrease) in current portion of debt	1,415	(4,534)	38
39					39
40		All other-net	987	-	40
41					41
42					42
43					43
44		TOTAL APPLICATION OF WORKING CAPITAL	144,578	137,295	44
45		Net increase (decrease) in working capital	9,126	(54,857)	45

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 10, 19, 20, and 21, to two decimal places.

Line No.	Item (a)	Source No.	Amount (b)	Line
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	9,308	1
2	Customers (706)	Schedule 200, line 6, column b	48,553	2
3	Other (707)	Note A	18,603	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	76,464	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	823,586	5
6	Rent Income	Note B	72,706	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	896,292	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	2,489.70	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	30.71	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	45.71	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	3,113	11
12	Audited Accounts and Wages Payable (753)	Note A	25,576	12
13	Accounts Payable—Other (754)	Note A	1,928	13
14	Other Taxes Accrued (761.5)	Note A	12,231	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	42,848	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	788,400	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	39,772	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	821,334	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	2,281.48	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	18.78	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	26.93	21
22	Cash Working Capital Required	Line 21 x line 19	61,440	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	39,778	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	39,778	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	38,253	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	2,870	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	35,383	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	75,161	28

- Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.
(B) Rent Income is the sum of Schedule 410, column h, lines 120, 121, 122, 126, 127, 128, 132, 133, 134, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
(C) If result is negative, use zero.

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Pecora & Pekin Union Ry. Co. Stock (a)	12.50	1
2	721	A-1	VII	The St. Paul Union Depot Co. Stock (b)	29.90	2
3	721	A-1	VII	Minnesota Transfer Ry. Co. Stock (c)	33.33	3
4	721	A-1	VII	Lake Superior		4
5				Terminal & Transfer		5
6				Railway Co. Stock (d)	16.67	6
7	721	A-1	VII	Trailer Train Co. Stock (e)	5.263	7
8	721	A-1	VII	Iowa Transfer Railway Co. Stock (f)	25.00	8
9	721	A-1	VII	Kansas City Terminal Ry. Co. Stock (g)	8.333	9
10	721	A-1	VII	Western Railroad Properties Inc. Stock	100.0	10
11						11
12				Total A-1		12
13						13
14	721	D-1	VII	Trailer Train Co.		14
15				Subordinate Notes:		15
16				6-1/2% dated 4/17/67 (e)	5.263	16
17				7-1/2% dated 1/9/69 (e)	5.263	17
18	721	D-1	VII	Western Railroad Properties, Inc.-Subordinated Loan	100.0	18
19				Total D-1		19
20						20
21	721	E-1	VII	Lake Superior		21
22				Terminal & Transfer		22
23				Railway Co. Advances (d)	16.67	23
24	721	E-1	VII	Kansas City Terminal		24
25				Railway Co. Advances (g)	8.333	25
26						26
27				Total E-1		27
28						28
29	721	E-3	X	CNW Corporation-Parent	-	29
30	721	E-3	X	CNW Realco Incorporated	100.00	30
31						31
32				Total E-3		32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40				Total Account 721		40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

(Dollars in Thousands)

be used to conserve space.

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

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

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

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

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

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

Line No.	Investments and advances				Disposed of profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1								1
2								2
3	274			274				3
4								4
5								5
6	30			30				6
7	200			200			10,730	7
8	55			55				8
9								9
10	28,217	72	367 (1)	27,922			39	10
11								11
12	28,776	72	367	28,481			10,769	12
13								13
14								14
15								15
16	589			589			38	16
17	589			589			44	17
18	1,446	607	1,524	529				18
19	2,624	607	1,524	1,707			82	19
20								20
21								21
22								22
23	71		71					23
24								24
25	2,377		239	2,138				25
26								26
27	2,448		310	2,138				27
28								28
29	1,246		1,142	104			78	29
30	(603)	(252)		(855)				30
31								31
32	643	(252)	1,142	(751)			78	32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40	34,491	427	3,343	31,575			10,929	40

(1) Amortization of investment costs.

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1				Other parties and particulars of joint control are as follows:		1
2						2
3				Name of Party to Joint Control	How Established	3
4	(a)			Illinois Central Gulf RR Co.	Ownership of capital stock	4
5				Norfolk & Western Ry. Co.	Ownership of capital stock	5
6				Consolidated Rail Corp.	Ownership of capital stock	6
7	(b)			Burlington Northern, Inc.	Ownership of capital stock	7
8				CRIP (Chicago Pacific Corp.)	Ownership of capital stock	8
9				Soo Line RR Co.	Ownership of capital stock	9
10	(c)			Burlington Northern, Inc.	Ownership of capital stock	10
11				CRIP (Chicago Pacific Corp.)	Ownership of capital stock	11
12				Chicago, Milw., St. Paul & Pac. RR, Co. (Soo Line)	Ownership of capital stock	12
13				Soo Line RR, Co.	Ownership of capital stock	13
14	(d)			Burlington Northern, Inc. includes		14
15				St. Paul & Duluth RR, Co.	Ownership of capital stock	15
16				Soo Line RR, Co.	Ownership of capital stock	16
17	(e)			Atchison, Topeka & Santa Fe Ry. Co.	Ownership of capital stock	17
18				Baltimore & Ohio RR, Co. (CSX Corp.)	Ownership of capital stock	18
19				Boston & Maine Corp. (Conrail)	Ownership of capital stock	19
20				Burlington Northern, Inc.	Ownership of capital stock	20
21				Central of Georgia Ry. Co.	Ownership of capital stock	21
22				Chesapeake & Ohio Ry. Co. (CSX Corp.)	Ownership of capital stock	22
23				Chicago, Milw., St. Paul & Pac. RR, Co. (Soo Line)	Ownership of capital stock	23
24				Consolidated Rail Corp.	Ownership of capital stock	24
25				Denver & Rio Grande Western RR, Co.	Ownership of capital stock	25
26				Detroit, Toledo & Ironton RR, Co.	Ownership of capital stock	26
27				Florida East Coast Ry. Co.	Ownership of capital stock	27
28				Illinois Central Gulf RR, Co.	Ownership of capital stock	28
29				Kansas City Southern Ry. Co.	Ownership of capital stock	29
30				Louisville & Nashville RR, Co. (CSX Corp.)	Ownership of capital stock	30
31				Missouri-Kansas-Texas RR, Co.	Ownership of capital stock	31
32				Missouri Pacific RR, Co.	Ownership of capital stock	32
33				Norfolk & Western Ry. Co.	Ownership of capital stock	33
34				Reading Company (Conrail)	Ownership of capital stock	34
35				Richmond Fredericksburg & Potomac RR.	Ownership of capital stock	35
36				St. Louis-San Francisco Ry. Co. (BN Inc.)	Ownership of capital stock	36
37				St. Louis-Southwestern Ry. Lines	Ownership of capital stock	37
38				Seaboard Coast Line RR, Co. (CSX Corp.)	Ownership of capital stock	38
39						39
40				(Continued on Page 23)		40

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

Investments and advances				Disposed of profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
(f)	(g)	(h)	(i)				
1	Other parties and particulars of joint control are as follows:				(Continued)		1
2							2
3		Name of Party to Joint Control			How Established		3
4	(e)	Southern Pacific Transp. Co.			Ownership of capital stock		4
5		Southern Railway Co.			Ownership of capital stock		5
6		Toledo, Peoria & Western RR. Co.			Ownership of capital stock		6
7		Union Pacific RR. Co.			Ownership of capital stock		7
8		Wabash RR. Co. (Leased to N&W Ry. Co.)			Ownership of capital stock		8
9		Western Maryland Ry. Co.			Ownership of capital stock		9
10		Western Pacific RR. Co. (UP RR. Co.)			Ownership of capital stock		10
11	(f)	Burlington Northern, Inc.			Ownership of capital stock		11
12		CRIP (Chicago Pacific Corp.)			Ownership of capital stock		12
13		Des Moines Union Ry. Co.			Ownership of capital stock		13
14	(g)	Atchison, Topeka & Santa Fe Ry.			Ownership of capital stock		14
15		Burlington Northern, Inc.			Ownership of capital stock		15
16		Chicago, Milw., St. Paul & Pac. RR. Co. (Soo Line)			Ownership of capital stock		16
17		Illinois Central Gulf RR. Co.			Ownership of capital stock		17
18		Kansas City Southern Ry. Co.			Ownership of capital stock		18
19		Missouri-Kansas-Texas Ry. Co.			Ownership of capital stock		19
20		Missouri Pacific RR. Co.			Ownership of capital stock		20
21		Norfolk & Western Ry. Co.			Ownership of capital stock		21
22		St. Louis-San Francisco Ry. Co. (BN Inc.)			Ownership of capital stock		22
23		Union Pacific RR. Co.			Ownership of capital stock		23
24		St. Louis Southwestern Ry. Co.			Ownership of capital stock		24
25							25
26							26
27							27
28							28
29							29
30							30
31							31
32							32
33							33
34							34
35							35
36							36
37							37
38							38
39							39
40							40

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

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
	Carriers: (List specifics for each company)							
1	Western Railroad Properties Incorporated	8,068		23,881			31,949	1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
	Noncarrier (List specifics for each company)							
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330 AND 330A

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. If the amount in Account 732 for road or for equipment is less than 5% of the amount in Account 731 at the beginning and end of year, the details in the corresponding portion of Schedule 330A may be omitted. However, line 44, Grand Total should be completed. The balances, by primary accounts, should, insofar as known, be stated in column (b), and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving 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.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

330. ROAD AND EQUIPMENT PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment. and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(12) Land for transportation purposes	13,400			1
2		(3) Grading	22,422			2
3		(4) Other right-of-way expenditures	115			3
4		(5) Tunnels and subways	-			4
5		(6) Bridges, trestles, and culverts	30,785			5
6		(7) Elevated structures	-			6
7		(8) Ties	204,274			7
8		(9) Rail and other track material	363,064			8
9		(11) Ballast	73,848			9
10		(13) Fences, snowsheds, and signs	2,945			10
11		(16) Station and office buildings	21,611			11
12		(17) Roadway buildings	1,613			12
13		(18) Water stations	655			13
14		(19) Fuel stations	1,686			14
15		(20) Shops and enginehouses	12,221			15
16		(22) Storage warehouses	-			16
17		(23) Wharves and docks	10			17
18		(24) Coal and ore wharves	921			18
19		(25) TOFC COFC terminals	2,253			19
20		(26) Communication systems	15,680			20
21		(27) Signals and interlockers	20,240			21
22		(29) Power plants	1			22
23		(31) Power-transmission systems	240			23
24		(35) Miscellaneous structures	-			24
25		(37) Roadway machines	59,843			25
26		(39) Public improvements - Construction	5,758			26
27		(44) Shop machinery	4,008			27
28		(45) Power-plant machinery	111			28
29		Other (specify and explain)	-			29
30		TOTAL EXPENDITURES FOR ROAD	857,704			30
31		(52) Locomotives	151,864			31
32		(53) Freight-train cars	225,676			32
33		(54) Passenger-train cars	49			33
34		(55) Highway revenue equipment	9,502			34
35		(56) Floating equipment	-			35
36		(57) Work equipment	16,704			36
37		(58) Miscellaneous equipment	8,904			37
38		(59) Computer systems and word processing equipment	-			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	412,699			39
40		(76) Interest during construction	-			40
41		(80) Other elements of investment	31			41
42		(90) Construction in progress	66,260			42
43		GRAND TOTAL	1,336,694			43

330. ROAD AND EQUIPMENT PROPERTY - Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (c)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		234	+ (248)	36	13,436	1
2		27	+ (227)	(200)	22,222	2
3		-	+ (76)	(76)	39	3
4		-	-	-	-	4
5		4,085	+ (374)	3,711	34,496	5
6		-	-	-	-	6
7		16,507	+ (7,045)	9,462	213,736	7
8		23,472	+ (7,800)	15,672	378,736	8
9		5,210	(3,802)	1,408	75,256	9
10		-	+ (6)	(6)	2,939	10
11		4,848	+ (214)	4,634	26,245	11
12		-	+ (21)	(21)	1,592	12
13		-	-	-	655	13
14		666	+ (21)	645	2,331	14
15		3	+ (85)	(82)	12,139	15
16		-	-	-	-	16
17		-	-	-	10	17
18		-	-	-	921	18
19		19,441	-	19,441	21,694	19
20		2,217	+ (896)	1,321	17,001	20
21		1,978	+ (17)	1,961	22,201	21
22		-	-	-	1	22
23		-	-	-	240	23
24		-	-	-	-	24
25		2,705	+ (2,994)	(289)	59,554	25
26		1,010	+ (306)	704	6,462	26
27		1,792	+ (57)	1,735	5,743	27
28		-	-	-	111	28
29		-	-	-	-	29
30		84,245	+ (24,189)	60,056	917,760	30
31		1,888	+ (9,055)	(7,167)	144,697	31
32		5,251	+ (10,409)	(5,158)	220,518	32
33		-	-	-	49	33
34		-	+ (2,485)	(2,485)	7,017	34
35		-	-	-	-	35
36		2,357	(24)	2,381	19,085	36
37		1,520	+ (470)	1,050	9,954	37
38		4,497	+ (824)	3,673	3,673	38
39		15,513	+ (23,219)	(7,706)	404,993	39
40		-	-	-	-	40
41		-	-	-	31	41
42		(16,091)	-	(16,091)	50,169	42
43		83,667	+ (47,408)	36,259	1,372,953	43

330A. IMPROVEMENTS ON LEASED PROPERTY
(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment. and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes				1
2		(3) Grading	4			2
3		(4) Other right-of-way expenditures				3
4		(5) Tunnels and subways				4
5		(6) Bridges, trestles, and culverts				5
6		(7) Elevated structures				6
7		(8) Ties	58			7
8		(9) Rail and other track material	75			8
9		(11) Ballast	19			9
10		(13) Fences, snowsheds, and signs				10
11		(16) Station and office buildings	5,652			11
12		(17) Roadway buildings				12
13		(18) Water stations				13
14		(19) Fuel stations				14
15		(20) Shops and enginehouses	105			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks				17
18		(24) Coal and ore wharves				18
19		(25) TOFC COFC terminals				19
20		(26) Communication systems	350			20
21		(27) Signals and interlockers				21
22		(29) Power plants				22
23		(31) Power-transmission systems				23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines				25
26		(39) Public improvements - Construction	21			26
27		(44) Shop machinery				27
28		(45) Power-plant machinery				28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	6,284			30
31		(52) Locomotives	114			31
32		(53) Freight-train cars	409			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment	7			37
38		(59) Computer systems and word processing equipment				38
39		TOTAL EXPENDITURES FOR EQUIPMENT	530			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress				42
43		GRAND TOTAL	6,814			43

330A. IMPROVEMENTS ON LEASED PROPERTY - Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1						1
2					4	2
3						3
4						4
5						5
6						6
7					58	7
8					75	8
9					19	9
10						10
11		627		627	6,279	11
12		94		94	94	12
13						13
14						14
15					105	15
16						16
17						17
18						18
19						19
20					350	20
21						21
22						22
23						23
24						24
25						25
26					21	26
27						27
28						28
29						29
30		721		721	7,005	30
31		363	+(25)	338	452	31
32		603	+(8)	595	1,004	32
33						33
34						34
35						35
36						36
37					7	37
38						38
39		966	+(33)	933	1,463	39
40						40
41						41
42						42
43		1,687	+(33)	1,654	8,468	43

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

(Dollars in Thousands)

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

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

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

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

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

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	22,422	22,215	1.02%				
2	(4) Other, right-of-way expenditures	114	39	1.38				2
3	(5) Tunnels and subways							3
4	(6) Bridges, trestles, and culverts	30,785	30,435	1.92				4
5	(7) Elevated structures							5
6	(8) Ties	204,274	200,316	4.04				6
7	(9) Rail and other track material	363,064	359,109	1.95				7
8	(11) Ballast	73,848	69,234	3.33				8
9	(13) Fences, snow sheds, and signs	2,945	2,938	4.90				9
10	(16) Station and office buildings	21,611	18,453	3.31				10
11	(17) Roadway buildings	1,613	1,592	2.97				11
12	(18) Water stations	655	655	2.69				12
13	(19) Fuel stations	1,686	1,665	2.69				13
14	(20) Shops and enginehouses	12,221	12,104	1.99				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	10	10	1.83				16
17	(24) Coal and ore wharves	921	921	3.06				17
18	(25) TOFC/COFC terminals	2,253	2,523	4.09				18
19	(26) Communication systems	15,680	15,090	3.56				19
20	(27) Signals and interlockers	20,240	20,363	3.05				20
21	(29) Power plants	1	1	-				21
22	(31) Power-transmission systems	240	240	3.62				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	59,843	62,428	9.46				24
25	(39) Public improvements—Construction	5,021	5,755	6.90				25
26	(44) Shop machinery	4,008	4,409	2.54				26
27	(45) Power-plant machinery	111	111	2.66				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	843,566	830,606	3.25				30
	EQUIPMENT							
31	(52) Locomotives	151,799	144,697	2.09				31
32	(53) Freight-train cars	224,415	219,993	3.71				32
33	(54) Passenger-train cars	48	48	6.50				33
34	(55) Highway revenue equipment	9,502	7,026	8.08				34
35	(56) Floating equipment							35
36	(57) Work equipment	16,191	18,926	5.30				36
37	(58) Miscellaneous equipment	8,904	10,243	8.37				37
38	(59) Computer systems and word processing equipment	-	4,404	9.00				38
39	TOTAL EQUIPMENT	410,859	405,337	3.46				39
40	GRAND TOTAL	1,254,425	1,235,943	NA			NA	40

335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in thousands)

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	284	228		227		285	1
2		(4) Other, right-of-way expenditures	13	1		75		Dr. 61	2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts	3769	593		794		3,568	4
5		(7) Elevated structures							5
6		(8) Ties	40,738	8,207		4,150		44,795	6
7		(9) Rail and other track material	81,513	7,073		(1,503)		90,089	7
8		(11) Ballast	8,135	2,390		602		9,923	8
9		(13) Fences, snow sheds, and signs	420	144		6		558	9
10		(16) Station and office buildings	1,471	492		658	368	937	10
11		(17) Roadway buildings	309	39				348	11
12		(18) Water stations	125	18				143	12
13		(19) Fuel stations	168	45		9		204	13
14		(20) Shops and enginehouses	1,710	243		26	4	1,923	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	2			(44)		46	16
17		(24) Coal and ore wharves	155	28				183	17
18		(25) TOFC/COFC terminals	342	92				434	18
19		(26) Communication systems	3,517	573		757		3,333	19
20		(27) Signals and interlockers	2,314	619		2		2,931	20
21		(29) Power plants							21
22		(31) Power-transmission systems	53	8				61	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	26,196	4,399		2,110		28,485	24
25		(39) Public improvements—Construction	1,578	370		167		1,781	25
26		(44) Shop machinery	533	105		32		606	26
27		(45) Power-plant machinery	6	3				9	27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	173,351	25,670		8,068	372	190,581	30
		EQUIPMENT							
31	*	(52) Locomotives	86,508	3,046		(6,487)		96,041	31
32	*	(53) Freight-train cars	93,957	8,493		8,348		94,102	32
33	*	(54) Passenger-train cars	27	3				30	33
34	*	(55) Highway revenue equipment	5,950	552		2,423		4,079	34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	6,833	819		(92)		7,744	36
37	*	(58) Miscellaneous equipment	4,580	823		258		5,145	37
38		(59) Computer systems and word processing equipment		33	372	93		312	38
39	*	Amortization Adjustments							39
40		TOTAL EQUIPMENT	197,855	13,769	372	4,543		207,453	40
41		GRAND TOTAL	371,206	39,439	372	12,611	372	398,034	41

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

Railroad Annual Report R-1

NOTE: Col. (d) and Col. (f) relate to transfer of computer systems and word processing equipment reserves.

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.

2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.

3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.

4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

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

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

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

(Dollars in Thousands)

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

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

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

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

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

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

342. ACCUMULATED DEPRECIATION—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation—Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	Less than 5% of total road owned and total equipment owned.						1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	1,101	333	NONE	NONE	NONE	1,434	39

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

NOTES AND REMARKS FOR SCHEDULE 342

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350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

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

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

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

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL	NONE	NONE	XXXXX	39

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

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

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

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

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

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

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

(Dollars in Thousands)

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

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

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

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

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

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

Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4) (whole number)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
(a)	(b)		(c)	(d)	(e)	
1	R	Chicago and North Western				1
2		Transportation Company	4,853	1,147,058	373,229	2
3						3
4	R	Midwestern Railroad Properties, Inc.	721	185,169	11,840	4
5						5
6	R	North Western Communications, Inc.		342	161	6
7	R	North Western Leasing Company		48,852	14,238	7
8						8
9						9
10		(See notes on page 38A relating				10
11		to the above.)				11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21		East St. Louis Junction Railroad Co.				21
22		(7.90 miles operated by Chicago and				22
23		North Western Transportation				23
24		Company as yard tracks) at National				24
25		Stock Yards, Illinois		171	-	25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	5,574	1,381,592	399,468	31

NOTES AND REMARKS

Notes relating to Schedule 352A:

Included in Column (d) are the following charges in Account 732 Line 2:

Improvements on Leased General Offices	\$6,446
Improvements to Leased Property - Depot - Partridge, Michigan	1
Improvements to Leased Property - Auto Loading Facility - Janesville, Wisc.	121
Improvements to Leased Property - Auto Loading Facility - Kenosha (Bain), Wisc.	7
Improvements to Leased Property - Car Upgrading Facility - Mason City, Iowa	104
Improvements to Leased Property - General Office - St. Paul, Minnesota	59
Improvements to Leased Property - Office Building - Sterling, Illinois	25
Improvements to Leased Locomotives	452
Improvements on Leased Freight Train Cars	1,004
Improvements to Leased Miscellaneous Equipment	7
Improvements on Leased Property - Crew Facilities - Boone, Iowa	36
Improvements on Leased Property - Upgrade Facilities at KCS Yard - Kansas City, MO	108
Improvements on Leased Property - Office Building - Creve Coeur, Illinois	4
Improvements on Leased Enginehouses - Minneapolis, MN	94

NOTES AND REMARKS

BLANK

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	13,436				1
2		(3) Grading	22,226			105	2
3		(4) Other, right-of-way expenditures	39				3
4		(5) Tunnels and subways					4
5		(6) Bridges, trestles, and culverts	34,496			2	5
6		(7) Elevated structures					6
7		(8) Ties	213,794			18	7
8		(9) Rail and other track material	378,811			33	8
9		(11) Ballast	75,275			9	9
10		(13) Fences, snow sheds, and signs	2,939			4	10
11		(16) Station and office buildings	32,524				11
12		(17) Roadway buildings	1,686				12
13		(18) Water stations	655				13
14		(19) Fuel stations	2,331				14
15		(20) Shops and enginehouses	12,244				15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	10				17
18		(24) Coal and ore wharves	921				18
19		(25) TOFC COFC terminals	21,694				19
20		(26) Communication systems	17,351				20
21		(27) Signals and interlockers	22,201				21
22		(29) Power plants	1				22
23		(31) Power-transmission systems	240				23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	59,554				25
26		(39) Public improvements—Construction	6,483				26
27		(44) Shop machinery	5,743				27
28		(45) Power-plant machinery	111				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	924,765			171	31
32		(52) Locomotives	145,149				32
33		(53) Freight-train cars	221,522				33
34		(54) Passenger-train cars	49				34
35		(55) Highway revenue equipment	7,017				35
36		(56) Floating equipment					36
37		(57) Work equipment	19,085				37
38		(58) Miscellaneous equipment	9,961				38
39		(59) Communications systems and word processing equipment	3,673				39
40		TOTAL EQUIPMENT	405,456				40
41		(76) Interest during construction					41
42		(80) Other elements of investment	31				42
43		(90) Construction work in progress	50,169				43
44		GRAND TOTAL	1,381,421			171	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 135 thru 137, column (f)	=	Line 31, column (b)
Lines 117 thru 122, and 129 thru 134, column (f)	=	Line 31, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))		Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))		Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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 allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES ADMINISTRATION								
1		Track	7,350	6	147	144	7,647	533	8,200	1
2		Bridge and Building	1,797	2	64	489	2,352	190	2,542	2
3		Signal	2,309	1	63	591	2,964	2	3,215	3
4		Communication	1,318	1	29	324	1,672		1,763	4
5		Other	582	-	20	178	780	72	852	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	1,508	262	1,327	(52)	3,045	415	3,460	6
7		Roadway - Switching	31	33	84	(2)	476	41	517	7
8		Tunnels and Subways - Running	-	-	-	-	-	-	-	8
9		Tunnels and Subways - Switching	-	-	-	-	-	-	-	9
10		Bridges and Culverts - Running	2,151	394	222	141	2,908	261	3,169	10
11		Bridges and Culverts - Switching	25	3	7	(8)	27	-	27	11
12		Ties - Running	1,877	898	13	(1,003)	1,785	312	2,097	12
13		Ties - Switching	840	292	2	(167)	967	43	1,010	13
14		Rail and other track material - Running	13,653	1,495	419	(343)	15,224	1,077	16,301	14
15		Rail and other track material - Switching	3,308	285	(373)	(138)	3,082	207	3,289	15
16		Ballast - Running	2,837	1,921	69	(276)	4,551	277	4,828	16
17		Ballast - Switching	403	211	13	(157)	470	26	496	17
18		Road Property Damaged - Running	711	476	307	(195)	1,299	50	1,349	18
19		Road Property Damaged - Switching	988	196	131	(63)	1,252	7	1,259	19
20		Road Property Damaged - Other	2	1	-	(350)	(347)	-	(347)	20
21		Signals and Interlockers - Running	4,716	2,162	(1,114)	(112)	5,652	2,038	7,690	21
22		Signals and Interlockers - Switching	208	181	(55)	(8)	326	15	341	22
23		Communications Systems	1,193	92	252	(134)	1,403	124	1,527	23
24		Power Systems	200	32	20	(8)	244	111	355	24
25		Highway Grade Crossings - Running	560	481	266	24	1,331	7	1,338	25
26		Highway Grade Crossings - Switching	34	1	1	(4)	32	-	32	26
27		Station and Office Buildings	1,042	41	378	(107)	1,354	1,604	2,958	27
28		Shop Buildings - Locomotives	669	12	521	27	1,229	170	1,399	28
29		Shop Buildings - Freight Cars	384	17	198	-	599	N/A	599	29
30		Shop Buildings - Other Equipment	28	1	22	(3)	48	263	311	30

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities	96	10	101	1	208	32	240	101
102		Miscellaneous Buildings and Structures	654	88	229	(135)	836	13	849	102
103		Coal Terminals	-	-	-	-	-	N/A	-	103
104		Ore Terminals	755	333	441	(20)	1,509	N/A	1,509	104
105		Other Marine Terminals	6	-	-	-	6	N/A	6	105
106		TOFC/COFC - Terminals	16	2	7	-	25	N/A	25	106
107		Motor Vehicle Loading and Distribution Facilities	19	-	18	1	38	N/A	38	107
108		Facilities for Other Specialized Service Operations	-	-	-	-	-	N/A	-	108
109		Roadway Machines	3,318	3,602	1,621	(2,612)	5,929	602	6,531	109
110		Small Tools and Supplies	143	1,993	756	(421)	2,471	620	3,091	110
111		Snow Removal	1,431	117	141	13	1,702	248	1,950	111
112		Fringe Benefits - Running	N/A	N/A	N/A	15,318	15,318	1,743	17,061	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	3,231	3,231	114	3,345	113
114		Fringe Benefits - Other	N/A	N/A	N/A	5,703	5,703	221	5,924	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	3,115	3,115	378	3,493	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	606	606	42	648	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	696	696	49	745	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	187	N/A	187	-	187	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	-	N/A	-	-	-	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	4,187	N/A	4,187	391	4,578	120
121	*	Lease Rentals - [Credit] - Running	N/A	N/A	(295)	N/A	(295)	(-)	(295)	121
122	*	Lease Rentals - [Credit] - Switching	N/A	N/A	(-)	N/A	(-)	(-)	(-)	122
123	*	Lease Rentals - [Credit] - Other	N/A	N/A	(-)	N/A	(-)	(-)	(-)	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	2,378	N/A	2,378	4	2,382	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	279	N/A	279	-	279	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	2	N/A	2	-	2	126
127		Joint Facility Rent - [Credit] - Running	N/A	N/A	(218)	N/A	(218)	(-)	(218)	127
128		Joint Facility Rent - [Credit] - Switching	N/A	N/A	(138)	N/A	(138)	(-)	(138)	128
129		Joint Facility Rent - [Credit] - Other	N/A	N/A	(2)	N/A	(2)	(-)	(2)	129
130	*	Other Rents - Debit - Running	N/A	N/A	314	N/A	314	1	315	130
131	*	Other Rents - Debit - Switching	N/A	N/A	-	N/A	-	-	-	131
132	*	Other Rents - Debit - Other	N/A	N/A	-	N/A	-	-	-	132
133	*	Other Rents - [Credit] - Running	N/A	N/A	(-)	N/A	(-)	(-)	(-)	133

RC-130900

CHICAGO & NORTH WESTERN

1986

2 OF 3

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
134	*	Other Rents - [Credit] - Switching	N/A	N/A	(-)	N/A	(-)	(-)	(-)	134
135	*	Other Rents - [Credit] - Other	N/A	N/A	(-)	N/A	(-)	(-)	(-)	135
136	*	Depreciation - Running	N/A	N/A	N/A	16,970	16,970	132	17,102	136
137	*	Depreciation - Switching	N/A	N/A	N/A	2,376	2,376	3	2,379	137
138	*	Depreciation - Other	N/A	N/A	N/A	6,187	6,187	213	6,400	138
139		Joint Facility - Debit - Running	N/A	N/A	3,404	N/A	3,404	43	3,447	139
140		Joint Facility - Debit - Switching	N/A	N/A	1,413	N/A	1,413	-	1,413	140
141		Joint Facility - Debit - Other	N/A	N/A	412	N/A	412	-	412	141
142		Joint Facility - [Credit] - Running	N/A	N/A	(1,566)	N/A	(1,566)	(-)	(1,566)	142
143		Joint Facility - [Credit] - Switching	N/A	N/A	(123)	N/A	(123)	(-)	(123)	143
144		Joint Facility - [Credit] - Other	N/A	N/A	(-)	N/A	(-)	(-)	(-)	144
145		Dismantling Retired Road Property - Running	985	-	161	613	1,759	-	1,759	145
146		Dismantling Retired Road Property - Switching	-	-	-	-	-	-	-	146
147		Dismantling Retired Road Property - Other	-	-	-	-	-	-	-	147
148		Other - Running	-	16	-	-	16	1	17	148
149		Other - Switching	-	2	1	-	3	-	3	149
150		Other - Other	58	65	1,630	1	1,754	108	1,862	150
151		TOTAL WAY AND STRUCTURES	58,535	15,725	18,373	50,431	143,064	13,163	156,227	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	3,435	3	(199)	137	3,376	409	3,785	201
202	*	Repair and Maintenance	17,057	13,387	244	(360)	30,328	3,784	34,112	202
203	*	Machinery Repair	55	133	25	(1)	212	7	219	203
204		Equipment Damaged	167	66	2	(24)	211	7	218	204
205		Fringe Benefits	N/A	N/A	N/A	7,664	7,664	957	8,621	205
206		Other Casualties and Insurance	N/A	N/A	N/A	874	874	48	922	206
207	*	Lease Rentals - Debit	N/A	N/A	13,891	N/A	13,891	-	13,891	207
208	*	Lease Rentals - [Credit]	N/A	N/A	(74)	N/A	(74)	(-)	(74)	208
209		Joint Facility Rent - Debit	N/A	N/A	18	N/A	18	-	18	209
210		Joint Facility Rent - [Credit]	N/A	N/A	(110)	N/A	(110)	(-)	(110)	210
211	*	Other Rents - Debit	N/A	N/A	46	N/A	46	-	46	211
212	*	Other Rents - [Credit]	N/A	N/A	(6,802)	N/A	(6,802)	(-)	(6,802)	212
213	*	Depreciation	N/A	N/A	N/A	3,073	3,073	13	3,086	213
214		Joint Facility - Debit	N/A	N/A	125	N/A	125	-	125	214
215		Joint Facility - [Credit]	N/A	N/A	(190)	N/A	(190)	(-)	(190)	215
216	*	Repairs Billed to Others - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	216

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Year 1986

4

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Freight Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - Continued								
		Dismantling Retired Property	45	-	-	-	45	-	45	217
218		Other	167	144	1,430	3	1,744	234	1,978	218
219		TOTAL LOCOMOTIVES	20,926	13,733	8,406	11,366	54,431	5,459	59,890	219
220		FREIGHT CARS								
		Administration	2,793	4	160	189	3,154	N/A	3,154	220
221	*	Repair and Maintenance	14,531	25,722	5,666	(791)	45,128	N/A	45,128	221
222	*	Machinery Repair	735	198	343	-	1,276	N/A	1,276	222
223		Equipment Damaged	519	883	1,786	(331)	2,857	N/A	2,857	223
224		Fringe Benefits	N/A	N/A	N/A	8,477	8,477	N/A	8,477	224
225		Other Casualties and Insurance	N/A	N/A	N/A	5,089	5,089	N/A	5,089	225
226	*	Lease Rentals - Debit	N/A	N/A	37,504	N/A	37,504	N/A	37,504	226
227	*	Lease Rentals - [Credit]	N/A	N/A	(-)	N/A	(-)	N/A	(-)	227
228		Joint Facility Rent - Debit	N/A	N/A	-	N/A	-	N/A	-	228
229		Joint Facility Rent - [Credit]	N/A	N/A	(-)	N/A	(-)	N/A	(-)	229
230	*	Other Rents - Debit	N/A	N/A	96,042	N/A	96,042	N/A	96,042	230
231	*	Other Rents - [Credit]	N/A	N/A	(62,428)	N/A	(62,428)	N/A	(62,428)	231
232	*	Depreciation	N/A	N/A	N/A	8,546	8,546	N/A	8,546	232
233		Joint Facility - Debit	N/A	N/A	34	N/A	34	N/A	34	233
234		Joint Facility - [Credit]	N/A	N/A	(-)	N/A	(-)	N/A	(-)	234
235	*	Repairs Billed to Others - [Credit]	N/A	N/A	(45,924)	N/A	(45,924)	N/A	(45,924)	235
236		Dismantling Retired Property	-	-	797	-	797	N/A	797	236
237		Other	13	19	719	-	751	N/A	751	237
238		TOTAL FREIGHT CARS	18,591	26,826	34,707	21,179	101,303	N/A	101,303	238
301		OTHER EQUIPMENT								
		Administration	177	-	4	232	413	421	834	301
302	*	Repair and Maintenance								
		Trucks, Trailers, and Containers - Revenue Service	15	1	1,848	(3)	1,861	N/A	1,861	302
303	*	Floating Equipment - Revenue Service	-	-	-	-	-	N/A	-	303
304	*	Passenger and Other Revenue Equipment	-	-	-	-	-	3,035	3,035	304
305	*	Computer systems and word processing equip.	-	-	562	(39)	523	42	565	305
306	*	Machinery	2	1	27	-	30	49	79	306
307	*	Work and Other Non-Revenue Equipment	869	1,118	5,304	(825)	6,466	471	6,937	307
308		Equipment Damaged	-	-	583	-	583	4	587	308
309		Fringe Benefits	N/A	N/A	N/A	328	328	869	1,197	309
310		Other Casualties and Insurance	N/A	N/A	N/A	159	159	434	593	310
311	*	Lease Rentals - Debit	N/A	N/A	11,911	N/A	11,911	863	12,774	311
312	*	Lease Rentals - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	312

Road Initials: CNW Year 19 86

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT - Continued			14	N/A	14	-	14	
313		Joint Facility Rent - Debit	N/A	N/A						313
314		Joint Facility Rent - [Credit]	N/A	N/A	(91)	N/A	(91)	(-)	(91)	314
315	*	Other Rents - Debit	N/A	N/A	2,788	N/A	2,788	-	2,788	315
316	*	Other Rents - [Credit]	N/A	N/A	(2,548)	N/A	(2,548)	(-)	(2,548)	316
317	*	Depreciation	N/A	N/A	N/A	2,183	2,183	76	2,259	317
318		Joint Facility - Debit	N/A	N/A	297	N/A	297	-	297	318
319		Joint Facility - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	319
320	*	Repairs Billed to Others - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	320
321		Dismantling Retired Property	1	-	31	-	32	-	32	321
322		Other	-	15	16	1	32	1,691	1,723	322
323		TOTAL OTHER EQUIPMENT	1,064	1,135	20,746	2,036	24,981	7,955	32,936	323
324		TOTAL EQUIPMENT	40,581	41,694	63,859	34,581	180,715	13,414	194,129	324
		TRANSPORTATION:								
		TRAIN OPERATIONS								
401		Administration	7,176	269	498	467	8,410	1,297	9,707	401
402		Engine Crews	21,098	-	-	1,399	22,497	6,056	28,553	402
403		Train Crews	43,095	-	-	2,927	46,022	6,430	52,452	403
404		Dispatching Trains	4,087	31	55	20	4,193	384	4,577	404
405		Operating Signals and Interlockers	1,619	171	2	(2)	1,790	490	2,280	405
406		Operating Drawbridges	636	-	1	-	637	-	637	406
407		Highway Crossing Protection	391	108	3	4	506	46	552	407
408		Train Inspection and Lubrication	6,461	2,070	(134)	2	8,399	1,742	9,441	408
409		Locomotive Fuel	357	40,995	-	-	41,352	4,308	45,660	409
410		Electric Power Purchased or Produced for Motive Power	-	-	-	-	-	-	-	410
411		Servicing Locomotives	4,279	450	-	(2)	4,727	678	5,405	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	274	274	-	274	412
413		Clearing Wrecks	330	(16)	3,479	23	3,816	-	3,816	413
414		Fringe Benefits	N/A	N/A	N/A	26,979	26,979	5,383	32,362	414
415		Other Casualties and Insurance	N/A	N/A	N/A	8,637	8,637	1,799	10,436	415
416		Joint Facility - Debit	N/A	N/A	831	N/A	831	179	1,010	416
417		Joint Facility - [Credit]	N/A	N/A	(874)	N/A	(874)	(-)	(874)	417
418		Other	803	835	2,701	51	5,390	1,302	6,692	418
419		TOTAL TRAIN OPERATIONS	90,332	44,913	7,562	40,779	183,586	29,394	212,980	419
		YARD OPERATIONS								
420		Administration	5,123	76	434	364	5,997	66	6,063	420
421		Switch Crews	40,987	25	(214)	-	40,798	413	41,211	421

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
422		YARD OPERATIONS - Continued								
		Controlling Operations	3,453	-	-	-	3,453	85	3,538	422
423		Yard and Terminal Clerical	10,365	-	-	-	10,365	60	10,425	423
424		Operating Switches, Signals, Retarders and Humps	582	-	-	-	582	434	1,016	424
425		Locomotive Fuel	31	3,004	-	-	3,035	36	3,071	425
426		Electric Power Purchased or Produced for Motive Power	-	-	-	-	-	-	-	426
427		Servicing Locomotives	951	95	-	-	1,046	37	1,083	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	-	-	-	-	428
429		Clearing Wrecks	438	17	187	1	643	-	643	429
430		Fringe Benefits	N/A	N/A	N/A	17,023	17,023	357	17,380	430
431		Other Casualties and Insurance	N/A	N/A	N/A	3,102	3,102	42	3,144	431
432		Joint Facility - Debit	N/A	N/A	1,055	N/A	1,055	-	1,055	432
433		Joint Facility - (Credit)	N/A	N/A	(715)	N/A	(715)	(-)	(715)	433
434		Other	154	269	811	10	1,244	39	1,283	434
435		TOTAL YARD OPERATIONS	62,084	3,486	1,558	20,500	87,628	1,569	89,197	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	484	6	443	N/A	933	2,064	2,997	501
502		Adjusting and Transferring Loads	365	21	145	N/A	531	N/A	531	502
503		Car Loading Devices and Grain Doors	-	(5)	-	N/A	(5)	N/A	(5)	503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	2,340	2,340	-	2,340	504
505		Fringe Benefits	N/A	N/A	N/A	143	143	665	808	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	849	22	588	2,483	3,942	2,729	6,671	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	1,316	2	27	12	1,357	N/A	1,357	507
508	*	Pickup and Delivery and Marine Line Haul	-	-	66	-	66	N/A	66	508
509	*	Loading and Unloading and Local Marine	1,251	24	4,186	(11)	5,450	N/A	5,450	509
510	*	Protective Services	24	66	(695)	-	(605)	N/A	(605)	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	-	-	N/A	-	511
512	*	Fringe Benefits	N/A	N/A	N/A	629	629	N/A	629	512
513	*	Casualties and Insurance	N/A	N/A	N/A	8	8	N/A	8	513
514	*	Joint Facility - Debit	N/A	N/A	2	N/A	2	N/A	2	514
515	*	Joint Facility - (Credit)	N/A	N/A	(-)	N/A	(-)	N/A	(-)	515
516	*	Other	211	36	876	11	1,134	N/A	1,134	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	2,802	128	4,462	649	8,041	N/A	8,041	517

Railroad Annual Report R-1

Road Initials
CNW
Year 19 86

410. RAILWAY OPERATING EXPENSES - Concluded										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	3,227	25	115	624	3,991	424	4,415	518
519		Employees Performing Clerical and Accounting Functions	12,615	-	274	87	12,976	2,272	15,248	519
520		Communication Systems Operation	908	69	1,135	8	2,120	203	2,323	520
521		Loss and Damage Claims Processing	387	-	-	2	389	-	389	521
522		Fringe Benefits	N/A	N/A	N/A	5,394	5,394	977	6,371	522
523		Casualties and Insurance	N/A	N/A	N/A	19	19	1	20	523
524		Joint Facility - Debit	N/A	N/A	51	N/A	51	-	51	524
525		Joint Facility - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	525
526		Other	74	297	1,456	102	1,929	899	2,828	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	17,211	391	3,031	6,236	26,869	4,776	31,645	527
528		TOTAL TRANSPORTATION	173,278	48,940	17,201	70,647	310,066	38,468	348,534	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - General Administration	2,985	57	1,596	524	5,162	593	5,755	601
602		Accounting, Auditing and Finance	10,509	185	810	(622)	10,882	1,046	11,928	602
603		Management Services and Data Processing	8,317	445	667	(375)	9,054	467	9,521	603
604		Marketing	5,757	31	1,339	344	7,471	105	7,576	604
605		Sales	5,884	81	1,237	464	7,666	-	7,666	605
606		Industrial Development	353	-	57	(7)	403	N/A	403	606
607		Personnel and Labor Relations	3,631	157	385	(131)	4,042	476	4,518	607
608		Legal and Secretarial	2,980	1,714	951	(228)	5,417	389	5,806	608
609		Public Relations and Advertising	369	19	1,602	28	2,038	325	2,363	609
610		Research and Development	-	-	-	-	-	-	-	610
611		Fringe Benefits	N/A	N/A	N/A	11,856	11,856	764	12,620	611
612		Casualties and Insurance	N/A	N/A	N/A	727	727	59	786	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	1,340	1,340	-	1,340	613
614		Property Taxes	N/A	N/A	N/A	4,103	4,103	219	4,322	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	617	617	-	617	615
616		Joint Facility - Debit	N/A	N/A	59	N/A	59	-	59	616
617		Joint Facility - [Credit]	N/A	N/A	(-)	N/A	(-)	(-)	(-)	617
618		Other	975	18	157	12,749	13,899	331	14,230	618
619		TOTAL GENERAL AND ADMINISTRATIVE	41,780	2,707	8,860	31,389	84,736	4,774	89,510	619
620	*	TOTAL CARRIER OPERATING EXPENSES	314,174	109,066	108,293	187,048	718,581	69,819	788,400	620
Line 618, Col. (e) includes \$11,744 for Manpower Reduction Program. See Note 19 of Schedule 200.										

412. WAY AND STRUCTURES
(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 31, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines 135, 136, and 137.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 31 should balance the net amount reported in schedule 410, column (f), lines 117 through 122, plus lines 129 through 134.
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 31 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 30 all other lease rentals not apportioned to any category listed on lines 1-29.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	(250)		1
2		3	Grading	227			2
3		4	Other right-of-way expenditures	1			3
4		5	Tunnels and subways				4
5		6	Bridges, trestles and culverts	592			5
6		7	Elevated structures				6
7		8	Ties	8,201			7
8		9	Rail and other track material	7,053			8
9		11	Ballast	2,387			9
10		13	Fences, snowsheds and signs	142			10
11		16	Station and office buildings	783	4,187		11
12		17	Roadway buildings	37			12
13		18	Water stations	18			13
14		19	Fuel stations	41			14
15		20	Shops and enginehouses	174			15
16		22	Storage warehouses				16
17		23	Wharves and docks				17
18		24	Coal and ore wharves	28			18
19		25	TOFC/COFC terminals	92			19
20		26	Communications systems	548			20
21		27	Signals and interlockers	510			21
22		29	Power plants				22
23		31	Power transmission systems	8			23
24		35	Miscellaneous structures				24
25		37	Roadway machines	4,323	314		25
26		39	Public improvements; construction	368			26
27		45	Power plant machines				27
28		76	Interest during construction	N/A			28
29		80	Other elements of investment	N/A			29
30		—	Other lease rentals		142		30
31	*	—	TOTAL	25,533	4,393		31

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

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

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		64	95		61	67	1
2		Box-Plain 50 Foot and Longer		1,934	5,823	1,017	2,176	6,558	2
3		Box-Equipped		2,160	5,168	5	1,828	5,879	3
4		Gondola-Plain		1,204	2,717		535	1,168	4
5		Gondola-Equipped		88	501	5	210	293	5
6		Hopper-Covered	633	6,717	15,228	12,500	1,981	7,341	6
7		Hopper-Open Top-General Service		4,140	3,969	11	4,308	4,118	7
8		Hopper-Open Top-Special Service					121	101	8
9		Refrigerator-Mechanical					2,946	1,416	9
10		Refrigerator-Non-Mechanical		705	1,290	356	565	1,269	10
11		Flat TOPC/COPC	219	112	217	4,070	42	177	11
12		Flat Multi-Level	334		1,657	6,205	684	1,717	12
13		Flat-General Service	6			93	417	251	13
14		Flat-Other	82	142	32	1,558	1,226	1,959	14
15		Tank-Under 22,000 Gallons	472			10,060		3	15
16		Tank-22,000 Gallons and Over	180			3,842			16
17		All Other Freight Cars		2	18	144	39	150	17
18		Auto Racks			6,519			6,570	18
19		TOTAL FREIGHT TRAIN CARS	1,926	17,268	43,234	39,866	17,139	39,037	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			2,452	1,588		1,147	21
22		Refrigerated Containers							22
23		Other Containers						20	23
24	*	TOTAL TRAILERS AND CONTAINERS			2,452	1,588		1,167	24
25		GRAND TOTAL (LINES 19 AND 24)	1,926	17,268	45,686	41,454	17,139	40,204	25

NOTES AND REMARKS

BLANK

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 38, column (c), of Schedule 335.

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

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

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

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

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

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

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

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

415. SUPPORTING SCHEDULE—EQUIPMENT (Dollars in Thousands)						
Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Line No.
				Owed (c)	Capitalized lease (d)	Amortization Adjustment net during year (e)
1		LOCOMOTIVES				
		Diesel Locomotive-Yard	4,449	71		
2		Diesel Locomotive-Road	25,879	2,739	223	
3		Other Locomotive-Yard				
4		Other Locomotive-Road				
5	*	TOTAL	30,328	2,810	223	-
6		FREIGHT TRAIN CARS				
		Box-Plain 40 Foot	181	44		
7		Box-Plain 50 Foot and Longer	197	1,261	398	
8		Box-Equipped	865	849	128	
9		Gondola-Plain	843	510		
10		Gondola-Equipped	18	141		
11		Hopper-Covered	(265)	1,529	138	
12		Hopper-Open Top-General Service	1,250	645		
13		Hopper-Open Top-Special Service	57	123		
14		Refrigerator-Mechanical	(616)			
15		Refrigerator-Nonmechanical	501	383		
16		Flat TOFC/COFC	(1,544)			
17		Flat Multi-level	(1,162)			
18		Flat-General Service	(154)	7		
19		Flat-Other	(928)	62		
20		All Other Freight Cars	(184)	9		
21		Cabooses	(236)	299	30	
22		Auto Racks	(259)	178	1,759	
23		Miscellaneous Accessories	640			
24	*	TOTAL FREIGHT TRAIN CARS	(796)	6,040	2,453	-
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT				
25		Refrigerated Trailers				
26		Other Trailers	1,861		552	
27		Refrigerated Containers				
28		Other Containers				
29		Bogies				
30		Chassis				
31		Other Highway Equipment (Freight)				
32	*	TOTAL HIGHWAY EQUIPMENT	1,861	-	552	-
		FLOATING EQUIPMENT-REVENUE SERVICE				
33		Marine Line-Haul				
34		Local Marine				
35	*	TOTAL FLOATING EQUIPMENT	-	-	-	-
		OTHER EQUIPMENT				
36	*	Passenger and Other Revenue Equipment (Freight Portion)				
37	*	Computer systems and word processing equip.	523	17	16	
38	*	Machinery-Locomotives ¹	212	40		
39	*	Machinery-Freight Cars ²	1,276	53		
40	*	Machinery-Other Equipment ³	30	15		
41	*	Work and Other Non-revenue Equipment	6,466	936	647	
42		TOTAL OTHER EQUIPMENT	8,507	1,061	663	
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	39,900	9,911	3,891	NONE

¹The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.

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

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

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31/86		Accumulated depreciation as of 12/31/86		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		1,036	4,235		1,600		1
2		6,025	137,739	2,673	92,314	2,086	2
3							3
4							4
5		7,061	141,974	2,673	93,914	2,086	5
6			1,432		953		6
7		4,849	39,625	9,937	12,669	5,822	7
8		4,666	25,582	3,195	11,223	1,870	8
9		2,280	16,282		6,097		9
10			4,876		1,857		10
11		21,760	44,011	3,457	22,230	1,682	11
12		2,700	24,621		6,370		12
13			3,283		1,951		13
14							14
15		608	10,305		5,132		15
16		56					16
17							17
18		60	184		112		18
19		71	1,685		955		19
20		349	239		146		20
21			9,648	745	2,645	455	21
22		105	3,183	17,703	2,405	9,528	22
23							23
24		37,504	184,956	35,037	74,745	19,357	24
25							25
26		404	2,482	4,544	2,182	1,897	26
27							27
28							28
29							29
30							30
31							31
32		404	2,482	4,544	2,182	1,897	32
33							33
34							34
35							35
36							36
37		10,326	3,661	743	296	16	37
38			664		162		38
39			2,467		362		39
40			247		34		40
41		1,118	20,394	7,648	8,854	3,509	41
42		11,444	27,433	8,391	9,708	3,525	42
43		56,413	356,845	50,645	180,549	26,865	43

¹The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

²The depreciation to be reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE—ROAD
(Dollars in Thousands)

Line No.	(a) Density category (Class)	(b) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(c) Base	(d) Accum. depr.	(e) Depr. rate %	(f) Base	(g) Accum. depr.	(h) Depr. rate %	(i) Base	(j) Current year Amort.	(k) Accum. Amort.	(l) Base	(m) Accum. depr. & Amort.	
1	I	3	438	6								438	6	1
2		8	65,859	13,819								65,859	13,819	2
3		9	163,258	39,009								163,258	39,009	3
4		11	19,993	2,645								19,993	2,645	4
5	SUB-TOTAL		249,548	55,479								249,548	55,479	5
6	II	3	18,973	249								18,973	249	6
7		8	135,675	28,467								135,675	28,467	7
8		9	187,040	44,693								187,040	44,693	8
9		11	49,360	6,530								49,360	6,530	9
10	SUB-TOTAL		391,048	79,939								391,048	79,939	10
11	III	3	468	N/A	N/A		N/A	N/A		N/A	N/A	468		11
12		8	319	N/A	N/A		N/A	N/A		N/A	N/A	319		12
13		9	1,769	N/A	N/A		N/A	N/A		N/A	N/A	1,769		13
14		11	269	N/A	N/A		N/A	N/A		N/A	N/A	269		14
15	SUB-TOTAL		2,825	N/A	N/A		N/A	N/A		N/A	N/A	2,825		15
16	IV	3	2,243	29		4						2,247	29	16
17		8	11,167	2,356		58						11,225	2,356	17
18		9	25,212	6,036		75						25,287	6,036	18
19		11	5,330	708		19						5,349	708	19
20	SUB-TOTAL		43,952	9,129		156						44,108	9,129	20
21	V	3	100	1								100	1	21
22		8	716	153								716	153	22
23		9	1,457	351								1,457	351	23
24		11	304	40								304	40	24
25	SUB-TOTAL		2,577	545								2,577	545	25
26	GRAND TOTAL		689,950	145,092	N/A	156		N/A				690,106	145,092	26

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

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

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

416A. SUPPORTING SCHEDULE—ROAD
(Dollars in Thousands)

Line No.	Property leased from others					Line No.
	Density category (Class)	Account	Base \$000	Accumulated depreciation \$000	Depreciation rate %	
1	I	3				1
2		8				2
3		9				3
4		11				4
5	SUB-TOTAL					5
6	II	3				6
7		8				7
8		9				8
9		11				9
10	SUB-TOTAL					10
11	III	3		N/A	N/A	11
12		8		N/A	N/A	12
13		9		N/A	N/A	13
14		11		N/A	N/A	14
15	SUB-TOTAL			N/A	N/A	15
16	IV	3				16
17		8				17
18		9				18
19		11				19
20	SUB-TOTAL					20
21	V	3				21
22		8				22
23		9				23
24		11				24
25	SUB-TOTAL					25
26	GRAND TOTAL		NONE	NONE		26

417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION

(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	782			336		144	95		1,357	1
2	*	Pick up and delivery, marine line haul	66						N/A		66	2
3	*	Loading and unloading and local marine	3,779			670		1,001	N/A		5,450	3
4	*	Protective services, total debit and credits	65						(670)		(605)	4
5	*	Freight lost or damaged—solely related										5
6	*	Fringe benefits	371			195		38	25		629	6
7	*	Casualty and insurance	8								8	7
8	*	Joint facility — Debit	2								2	8
9	*	Joint facility — Credit	()	()	()	()	()	()	()	()	()	9
10	*	Other	861			54		205	14		1,134	10
11	*	TOTAL	5,934			1,255		1,388	(536)		8,041	11

670
12
56

Schedule 418

Instruction

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

Column

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

418. SUPPORTING SCHEDULE—CAPITAL LEASES
(Dollars in thousands)

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment At End of Year (c)	Current Year Amort. (d)	Accum. Amort. (e)
16) Stat. & Off. Bldgs.	47,524	233	56	84
20) Shops & Enginehouses	12,244	79	16	17
25) TOEC COEC Terminals	6,694	415	42	42
26) Comm. System	17,351	851	155	119
37) Roadway Machines	59,554	32,896	3,765	18,349
Total Road	143,367	34,474	4,034	18,611
52) Locomotives	145,149	2,673	223	2,086
53) Freight Train Cars	221,522	35,012	2,453	19,357
55) Highway Rev. Equipmt.	7,017	4,535	552	1,896
57) Work Equipment	19,085	3,510	310	2,242
58) Misc. Equipment	9,961	3,855	338	1,266
59) Computer & Word Proc.	3,672	744	16	17
Total Equipment	406,406	50,329	3,892	26,864
Grand Total	549,773	84,803	7,926	45,475

NOTES AND REMARKS

BLANK

450. ANALYSIS OF TAXES (Dollars in Thousands)

A. Railway Taxes.

Line No.	Cross-Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	4,923	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax		2
3		Excess Profits		3
4	*	Total - Income Taxes		4
5		Railroad Retirement	53,400	5
6		Hospital Insurance	5,170	6
7		Supplemental Annuities	5,659	7
8		Unemployment Insurance	7,474	8
9		All Other United States Taxes	16	9
10		Total - U.S. Government Taxes	81,719	10
11		Total - Railway Taxes	86,642	11
12			7,023	12

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6						6
7						7
8	SEE NOTE 1 ON PAGE 60					8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	24,311	625	-0-	24,936	19

450. ANALYSIS OF TAXES - Continued
(Dollars in Thousands)

*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit Note 2 \$ 7,023
 If deferral method for investment tax credit was elected:
 (1) Indicate amount of credit utilized as a reduction of tax liability for current year \$ _____
 (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \$ _____
 (3) Balance of current year's credit used to reduce current year's tax accrual \$ _____
 (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \$ _____
 (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \$ _____
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made Note 2 \$ 177,000

Note 1: Deferred taxes are maintained as a total figure only. No attempt is made to separate the total into its component parts. Our provisions for deferred taxes are the result of computing total income tax expense or recovery (credit) on pre-tax income or loss from continuing operations.

Note 2: Includes subsidiary accounted for under the equity method. The Company joins its parent, CNW Corporation, in filing a consolidated income tax return, and this amount reflects the net operating loss carryforward at the consolidated level.

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

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 580, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Miscellaneous Income			1
2		Gain from sale of land		7,908	2
3		Gain from sale of line of railroad		12,891	3
4		Gain on sale of salvage material		779	4
5		Contractor Fee		500	5
6		Other items, each less than 10%			6
7		of net income		1,086	7
8				23,164	8
9				=====	9
10	551	Miscellaneous Income Charges			10
11		Legal fees, litigation and settlements	1,977		11
12		Loss on sale of land	1,781		12
13		CNW Realco, decrease in investment value	491		13
14		Commitment fees	325		14
15		Other items, each less than 10%			15
16		of net income	1,420		16
17			5,994		17
18			=====		18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1		A subsidiary of the Company is			1
2		contingent obligor on a			2
3		guarantee of principal and			3
4		interest on a Mortgage Loan			4
5		of an unrelated party.	\$ 4,758	Sole	5
6					6
7					7
8		The Company is liable for debt			8
9		and lease obligations of			9
10		Western Railroad Properties			10
11		Inc. (the "Project") if not			11
12		otherwise funded under the			12
13		Project financing plan up to			13
14		\$25,000 plus prior cash			14
15		distributions from the			15
16		Project, and is also liable			16
17		for certain other obligations			17
18		such as for negligence and			18
19		excess casualty costs.	\$26,328	Sole	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	Finance Docket	Northwest Chemco, Inc.	Approximately	\$18,077	1
2	26371 and 26372:	(formerly named Chicago	plus contingent		2
3	(1) The sellers	and North Western Railway	liabilities		3
4	remain liable on a	Company) and certain of its	listed in Footnote 7		4
5	substantial	selling subsidiaries.	Schedule 200.		5
6	portion of the				6
7	obligations				7
8	assumed by				8
9	respondent.				9

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

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

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

- | | |
|--|--------------------|
| 1) Compensating Balances in Current Assets. | \$ 1,000
===== |
| 2) Short-term lines of credit convertible by
borrower to long-term debt - | |
| a) Unused. | \$ 50,000
===== |
| 3) Maximum amount that was used during the year. | NONE
===== |
| 4) No time deposits or certificates of deposit
not included elsewhere. | |
| 5) Compensating balances are not legally restricted. | |

NOTES AND REMARKS

NONE

510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

Give particulars of the various issues of securities of the respondent and disclose the name and address of the creditor, the character (nature) of the debt, nature of the security, if any, the date of origin, the date of maturity, the total amount of the debt, the rate of interest, the total amount of interest to be paid. Where such indebtedness is widely held, such as bonds and debentures, provide the name of the trustee in place of the creditor.

Accounts to be considered in completing this schedule:

- 765. Funded Debt Unmatured
- 766. Equipment Obligations
- 766.5. Capitalized lease obligations
- 767. Receivers' and Trustees' Securities
- 768. Debt in Default
- 769. Accounts Payable: Affiliated Companies

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

Indicate in the description or by footnote the property pledge for each issue, stating assets covered by first lien and by junior lien.

If an issue is a serial issue, state amount due annually. If amounts are not due regularly, give full particulars.

If an issue is an income bond, the interest rate shown should be the maximum rate specified by the indenture. State in the description or by footnote the amount of interest that is contingent, the percent paid for the current year, and the aggregate percent of contingent interest unpaid at the beginning and end of the year.

If any issue is in default, indicate the date of the first default, payments of interest made during the current year, and total amount of interest in default at beginning and end of the year.

If any issue contains a conversion feature, call feature, or is subject to a sinking fund provision prior to maturity, describe particulars in footnotes.

(8) The major use of this schedule is to determine the cost of capital for road property and equipment for rate making purposes. Complete the following summary to reconcile the categories within Schedule 510.

	Debt		Interest		
	Within one year (d)	After one year (e)	Accrued during Year (f)	Amount capitalized in column (g)	Paid during year (h)
(9) Directly related to road property Items (1) and (2) above	-	243,000	31,293		31,497
(10) Directly related to equipment obligations Item (4) above	36,969	137,729	17,634		18,151
(11) Account 769 affiliated companies obligations					
(12) Other not related to Item (1), (2) and (4)*	11,994	92,587	7,763		7,778
(13) TOTAL	48,963	473,316	56,690		57,426

*If certain debts not related to (1), (2) or (4) is directly related to road property or equipment, include it with directly related and not other.

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	765-Funded Debt Unmatured				
2	(1) Mortgage Bonds and Notes				
3	(a) With Fixed Interest				
4					
5	CNW Ry. Co. Consolidated	Amer. National Bank &			
6	Mortgage A Note (2)	Trust Co. Chicago, IL	75,000	-	75,000
7					
8	CNW Ry. Co. Consolidated	" " " "			
9	Mortgage B Note (2)		80,000	-	80,000
10					
11					
12	Midwestern Railroad	Contl. Ill. Natl. Bk. and			
13	Properties, Inc	First Natl. Bk. of Chgo.			
14	General Mortgage	Chicago, IL			
15	Notes A & B - Note (1)		93,000	-	88,000
16					
17					
18	Total		248,000	-	243,000
19					
20					
21	(3) Misc. Obligations:				
22	(a) With Fixed Interest:				
23					
24	Matl. Distr. Center	Prud. Ins. Co. of America			
25		Newark, NJ	1,000	44	618
26	Cal. Ave. Coach Serv.Ctr.	Larwin Real. & Mtg. Tr.			
27		Beverly Hills, CA	2,800	1,291	-
28					
29	Rehabilitation of	Federal Financing Bank			
30	Rolling Stock &	Washington, DC	17,030	2,065	4,715
31	Work Equipment				
32	" " " "	" " " "	20,744	2,451	7,095
33					
34	" " " "	" " " "	20,590	2,103	13,133
35					
36	Reusable Material from				
37	Track Rehabilitation				
38	Program	" " " "	6,192	-	-
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			Line No.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
					2
					3
					4
02/24/84	01/15/2004	14.25	10,688	10,688	5
					6
08/10/84	04/15/2004	15.75	12,600	12,600	7
					8
					9
					10
					11
					12
					13
06/15/83	05/15/93	Note (A)	8,005	8,209	14
					15
					16
			31,293	31,497	17
					18
					19
					20
					21
					22
					23
08/13/71	09/01/96	9.5	65	65	24
					25
02/01/72	03/01/87	9.5	131	132	26
					27
					28
04/18/78	03/01/89	9.142	650	800	29
					30
02/27/79	11/01/90	10.263	1,117	1,157	31
		9.111			32
05/27/80	05/01/92	to 14.974	1,952	1,992	33
					34
					35
					36
02/23/79	05/01/86	11.740	74	214	37
					38
					39
					40
					41
Notes: 1. Senior liens - property purchased from former Rock Island Railroad and on subsequent additions thereto. First lien on certain property of C&NW and junior lien on substantially all other C&NW property.					42
					43
					44
					45
2. Junior lien on substantially all the Company's real and tangible personal property.					46
					47
					48
					49
					50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	(b) With Floating				
2	Interest				
3	Unsecured Loan	Credit Lyonnais			
4		Chicago, IL	6,000	600	1,200
5					
6					
7					
8	Unsecured Loan	Bank American National			
9		Trust and Savings	8,000	1,143	5,14
10					
11					
12					
13	Unsecured Loan	Credit Lyonnais			
14		Chicago, IL	4,000	800	-
15					
16					
17	Track Upgrade	State of IL Loan			
18		Springfield, IL	4,200	166	4,034
19					
20					
21	Preference Notes	Federal Financing Bank			
22		Washington, DC	1,708	-	1,708
23					
24	Global One	Chemical Bank			
25		Branche, NY	33,920	890	33,030
26					
27					
28	Iowa Track Upgrade	State of Iowa	531	-	531
29					
30					
31	Track Upgrade Dixon	State of IL Loan			
32		Springfield,	101	-	101
33					
34					
35	Boone Office Building	State of Iowa	1,367	-	1,367
36		Des Moines, IA			
37					
38	Northwestern Leasing				
39	Co. Obligations:				
40					
41					
42	Superior Grain Elev.	Northwestern Mutual			
43		Life Insurance			
44		Minneapolis, MN	6,000	342	1,601
45					
46					
47	Proviso Piggyback Plaza	First Federal Savings &			
48		Loan of Wilmette			
49		Wilmette, IL	1,500	59	1,111
50					

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			L i n e N o.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
					2
09/25/81	09/10/89	13.20	295	352	3
					4
					5
					6
					7
05/18/82	05/15/92	Note (A)	590	622	8
					9
					10
					11
					12
05/05/82	05/05/87	12.125	133	189	13
					14
					15
					16
12/01/84	12/01/2006	2.0	49	-	17
					18
					19
					20
04/06/84	12/18/2004	5.8	107	107	21
					22
					23
06/01/86	06/01/2001	11.75	753	753	24
					25
					26
06/01/86	06/01/96	-	-	-	27
					28
					29
					30
06/01/86	06/01/96	3.0	-	-	31
					32
					33
12/01/86	06/01/96	Note (A)	-	-	34
					35
					36
					37
					38
					39
					40
					41
					42
12/15/64	01/01/92	5.4	113	114	43
		9.111			44
					45
					46
					47
05/08/78	05/01/93	9.625	115	115	48
					49
					50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	Butler Dormitory	B. B. Cohen & Co.			
2		Chicago, IL	635	40	396
3					
4					
5	Midwestern Railroad				
6	Properties, Inc.				
7	Obligations:				
8					
9	Preference Notes	Federal Financing Bk.			
10		Washington, D.C.	16,804	-	16,804
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
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38					
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41					
42					
43					
44					
45					
46					
47					
48					
49					
50	TOTAL 765		401,122	11,994	335,587

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			L i n e N o.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
					1
05/14/79	06/01/94	10.51	48	48	2
					3
					4
					5
					6
					7
					8
					9
04/06/84	12/18/2004	7.61	853	853	10
					11
					12
					13
					14
					15
					16
					17
					18
					19
					20
					21
					22
					23
					24
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					26
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					30
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					48
					49
			38,338	39,011	50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	766 Equipment Obligations:				
2	(4) Eqpt. Obligations				
3	(a) Eqpt. Securities	(Corp.) (Note B)			
4					
5	Trust - 1973	Contl. Ill. Natl. Bk.			
6		Chicago, IL	4,800	320	320
7					
8	Trust - 1974	First Natl. Bk. of Chgo.			
9		Chicago, IL	7,200	480	960
10					
11	Trust - 1st of 1975	" " " "	7,200	480	960
12					
13	Trust - 2nd of 1975	" " " "	7,725	515	1,545
14					
15	Trust - 3rd of 1975	" " " "	4,950	330	990
16					
17	Trust - 1st of 1976	" " " "	6,000	400	1,200
18					
19	Trust - 2nd of 1976	" " " "	7,500	500	2,000
20					
21	Trust - 1977	" " " "	4,500	300	1,500
22					
23					
24	Northwestern Leasing Co.				
25	Eqpt. Obligation				
26					
27	Trust - 1981	Aetna Casualty			
28		Hartford, CT	12,730	1,273	6,365
29					
30	TOTAL EQUIPMENT SECURITIES		62,605	4,598	15,840
31					
32	(c) Conditional or				
33	Deferred Payment				
34	Contracts -				
35					
36					
37	Note (B)	Contl. Ill. Natl. Bk.			
38		Chicago, IL	7,630	509	-
39					
40	"	First Natl. Bk. of Chgo.			
41		Chicago, IL	3,845	256	257
42					
43	"	" " " "	2,580	247	265
44					
45	"	" " " "	4,048	202	203
46					
47	"	Northern Trust Co.			
48		Chicago, IL	17,934	551	-
49					
50					

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE	DATE OF MATURITY	INTEREST			L i n e N o.
		RATE	ACCRUED DURING YEAR	PAID DURING YEAR	
(f)	(g)	(h)	(i)	(j)	
					1
					2
					3
					4
09/15/73	09/15/88	8.75	76	84	5
					6
09/15/74	09/15/89	10.5	187	202	7
09/15/74	09/15/89	9.5	169	182	8
03/15/75	03/15/90	9.0	195	209	9
09/15/75	09/15/90	10.25	159	169	10
09/15/75	09/15/90	10.0	188	200	11
03/15/76	03/15/91	9.25	241	254	12
05/01/77	05/01/92	8.25	157	161	13
					14
					15
					16
					17
					18
07/15/81	02/01/92	15.5	1,199	1,283	19
			2,571	2,744	20
					21
					22
					23
					24
					25
					26
					27
12/15/66	01/01/87	6.75	34	52	28
					29
01/01/68	01/15/88	7.25	38	46	30
03/01/68	06/15/88	7.0	43	52	31
11/15/68	12/16/88	7.5	45	46	32
					33
08/01/69	09/01/87	8.875	64	129	34
					35
					36
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510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	Note (B)	First Natl. Bk. of Chgo.			
2	"	Chicago, IL	2,565	61	122
3	"				
4	"	Contl. Ill. Natl. Bk.			
5	"	Chicago, IL	6,145	445	458
6	"	" " " "	10,340	750	1,124
7	"				
8	"	Merc.Tr. & Safe Deposit Co.			
9	"	Baltimore, MD	11,117	741	1,112
10	"				
11	"	Contl. Ill. Natl. Bk.	6,656	664	-
12	"	" " " "	717	90	89
13	"				
14	"	First Natl. Bk. of Chgo.			
15	"	Chicago, IL	12,000	105	-
16	"				
17	"	Bank of America Natl.			
18	"	Trust & Savings Assoc.			
19	"	San Francisco, CA	10,000	1,428	5,693
20	"				
21	"	Iowa-Des Moines Natl. Bk.			
22	"	Des Moines, IA	600	-	-
23	"				
24	"	Seaway Natl. Bank			
25	"	Chicago, IL	1,000	100	300
26	"				
27	"	Contl. Ill. Natl. Bank			
28	"	Chicago, IL	3,415	80	-
29	"	" " " "	8,268	-	-
30	"	" " " "	8,862	565	-
31	"	" " " "	10,618	1,062	1,973
32	"	" " " "	1,928	-	-
33	"	" " " "	3,349	476	-
34	"	" " " "	4,918	703	702
35	"				
36	"	First Natl. Bk. of Chgo.			
37	"	Chicago, IL	7,511	751	3,883
38	"				
39	"	Chemical Bank, Chicago, IL	1,504	251	1,050
40	"	" " " "	3,496	1,165	1,457
41	"				
42	"	Contl. Ill. Natl. Bk.			
43	"	Chicago, IL	3,196	320	1,577
44	"	" " " "	1,804	258	515
45	"				
46	"	Citibank N.A., New York, NY	13,500	2,000	4,000
47	"				
48	"	Northwestern Natl. Bk. Mpls.			
49	"	Minneapolis, MN	3,000	1,286	-
50	"				

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			L i n e N o.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
10/14/69	11/20/89	9.76	23	24	1
					2
					3
07/01/73	03/15/89	Note (A)	101	103	4
07/01/73	12/15/89	Note (A)	200	204	5
					6
					7
02/01/74	06/01/89	9.0	211	217	8
					9
02/23/79	11/15/87	Note (A)	100	115	10
12/16/80	11/15/88	Note (A)	19	21	11
					12
					13
12/22/76	09/12/87	Note (A)	72	76	14
					15
					16
					17
10/13/81	12/07/91	Note (A)	656	673	18
					19
					20
04/01/80	01/01/86	Note (A)	-	1	21
					22
					23
12/15/80	12/15/90	Note (A)	47	48	24
					25
					26
07/01/73	06/15/87	Note (A)	20	21	27
01/27/76	12/15/86	Note (A)	5	6	28
06/30/77	12/15/87	Note (A)	96	100	29
02/23/79	11/15/89	Note (A)	312	335	30
10/22/79	11/15/86	Note (A)	12	16	31
02/15/80	11/15/87	Note (A)	63	70	32
09/21/81	11/15/88	Note (A)	162	175	33
					34
					35
03/10/82	12/15/93	Note (A)	419	443	36
					37
03/15/82	02/15/92	Note (A)	123	135	38
03/15/82	02/15/89	Note (A)	274	304	39
					40
					41
03/19/82	12/15/92	Note (A)	176	178	42
06/22/82	12/15/89	Note (A)	78	79	43
					44
03/01/82	12/31/89	Note (A)	626	626	45
					46
					47
06/24/82	02/10/87	Note (A)	125	150	48
					49
					50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	Note (B)	Contl. Ill. Natl. Bk., Chgo, IL	1,000	-	-
2	"	" " " "	250	-	-
3	"	" " " "	6,864	686	4,237
4	"	" " " "	3,136	448	1,456
5	"				
6	"	Marine Midland Bk., NY, NY	3,560	356	2,403
7	"				
8	"	IBM, Chicago, IL	107	-	-
9	"	" " " "	61	4	-
10	"				
11	"	Comerica Bk., Detroit, MI	3,560	356	2,403
12	"	1st Natl. Bk., St. Paul, MN	3,560	356	2,492
13	"				
14	"	European Amer. Bk., Chgo, IL	2,920	365	2,555
15	"				
16	"	Norwest Bk., Des Moines	405	42	75
17	"				
18	"	Carterfone IL	609	56	-
19	"				
20	"	Bankers Trust	1,120	112	728
21	"				
22	"	IBM, Chicago, IL	79	18	-
23	"	" " " "	81	34	-
24	"				
25	"	Douglas Bk., Kansas City, KS	1,200	120	840
26	"				
27	"	Contl. Ill. Natl. Bk.			
28	"	Chicago, IL	11,829	1,479	2,957
29	"				
30	"	Lane Telecommunications,			
31	"	Inc., Houston, TX	78	28	5
32	"				
33	"	Ameritrust Co. N.A.	2,672	267	2,405
34	"				
35	"	Contl. Il. Natl. Bk.			
36	"	Chgo., IL	9,040	904	8,136
37	"				
38	"	Sanwa Bus Cr. Corp.	71	43	-
39	"				
40	"	Contl. Il. Natl. Bk.			
41	"	Chgo., IL	960	137	823
42	"				
43	"	1st Il. Bk. of Wilmette			
44	"	Wilmette, IL	1,762	126	1,636
45	"				
46	"				
47	"				
48	"	TOTAL CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY			
49	"	CONDITIONAL SALES			
50	TOTAL		227,470	21,003	57,931

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			L i n e N o.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
03/15/83	03/15/86	Note (A)	3	6	1
07/15/83	08/15/86	Note (A)	2	3	2
12/29/83	03/15/94	Note (A)	471	476	3
09/22/83	03/15/91	Note (A)	190	192	4
					5
11/15/83	08/15/94	Note (A)	257	269	6
					7
10/01/83	10/01/86	13.75	2	2	8
02/29/84	02/29/87	13.75	2	2	9
					10
12/22/83	07/15/94	Note (A)	242	264	11
12/27/83	11/15/94	Note (A)	263	276	12
					13
12/28/83	12/01/93	Note (A)	276	281	14
					15
12/01/83	01/01/92	Note (A)	20	25	16
					17
04/15/84	03/15/87	17.8	31	31	18
					19
06/10/84	06/15/94	Note (A)	77	78	20
					21
07/03/84	07/03/87	15.5	5	5	22
09/01/84	09/01/87	15.5	6	6	23
					24
09/28/84	10/15/94	Note (A)	92	98	25
					26
					27
03/30/81	11/15/89	Note (A)	475	507	28
					29
					30
03/01/85	02/01/88	11.5	4	4	31
					32
09/15/85	09/15/96	Note (A)	121	114	33
					34
					35
03/20/86	11/15/96	Note (A)	391	324	36
					37
07/15/86	06/15/87	8.5	3	3	38
					39
					40
09/29/86	11/15/93	Note (A)	20	11	41
					42
					43
09/30/86	01/01/93	Note (A)	10	-	44
					45
					46
					47
					48
					49
			7,107	7,422	50

510. DEBTHOLDINGS - CONTINUED

Line No	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	Leases Capitalized Under				
2	FAS 13:				
3	Escanaba Ore Dock	City of Escanaba			
4		Escanaba, MI	16,000	-	8,235
5	Note (B)				
6	"	Amer. Natl. Bank			
7	"	Chicago, IL	1,630	175	401
8	"	" "	1,070	117	267
9	"				
10	"	Contl. Ill. Natl. Bank			
11	"	Chicago, IL	1,362	189	50
12	"				
13	"	Borg Warner Equities Corp.			
14	"	Chicago, IL	3,620	370	1,777
15	"				
16	"	Pepsico Leasing Corp.			
17	"	Lexington, MA	547	-	-
18	"				
19	"	Contl. Ill. Leasing Corp.			
20	"	Chicago, IL	790	-	-
21	"				
22	"	Availco Equity Corp.			
23	"	Boca Raton, FL	2,214	-	-
24	"				
25	"	Contl. Ill. Leasing Corp.			
26	"	Chicago, IL	1,273	125	424
27	"	" " " "	3,910	40	-
28	"				
29	"	Great Amer. Life Ins. Co.			
30	"	Los Angeles, CA	597	59	211
31	"				
32	"	Contl. Ill. Leasing Co.			
33	"	Chicago, IL	478	46	183
34	"	" " " "	97	11	42
35	"				
36	"	Contl. Ill. Natl. Bank			
37	"	Chicago, IL	8,238	225	1,401
38	"	" " " "	9,559	186	1,188
39	"				
40	"	Contl. Ill. Leasing Corp.			
41	"	Chicago, IL	654	61	292
42	"	" " " "	4,028	497	833
43	"	" " " "	936	115	231
44	"				
45	"	First Maryland Lease Corp.			
46	"	Baltimore, MD	3,591	362	-
47	"	" " " "	787	100	201
48	"	" " " "	376	67	-
49	"	" " " "	344	43	101
50					

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE (f)	DATE OF MATURITY (g)	INTEREST			L i n e N o.
		RATE (h)	ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
					1
					2
					3
03/01/68	10/01/96	5.0-6.5	572	580	4
					5
					6
02/01/77	10/01/89	9.25	61	64	7
01/01/77	10/01/89	9.25	40	43	8
					9
					10
12/28/77	02/10/88	9.0	29	31	11
					12
					13
07/15/75	01/15/2000	10.75	241	258	14
					15
					16
07/01/76	01/01/86	10.25	(42)	(41)	17
					18
					19
07/15/76	06/15/86	10.0	2	2	20
					21
					22
08/01/78	01/01/86	9.25	-	-	23
					24
					25
10/12/78	01/12/91	9.0	57	60	26
10/12/78	01/12/87	9.0	30	48	27
					28
					29
08/01/78	09/15/90	9.0	27	28	30
					31
					32
12/29/78	01/12/91	9.0	22	23	33
12/29/78	07/12/91	9.0	6	6	34
					35
					36
06/30/67	10/03/97	6.75	133	120	37
08/01/67	03/13/98	6.75	113	102	38
					39
					40
03/01/78	07/12/91	10.0	41	42	41
03/01/78	04/12/89	9.0	149	162	42
03/01/78	07/12/89	10.0	42	46	43
					44
					45
02/22/79	09/30/87	10.25	68	68	46
02/22/79	09/30/89	10.25	37	37	47
12/31/79	12/30/87	10.25	11	11	48
12/31/79	12/30/89	10.25	17	17	49
					50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	Note (B)	Borg Warner Leasing Corp.			
2	"	Chicago, IL	5,135	816	1,178
3	"				
4	"	ITT Industrial Credit Co.			
5	"	St. Paul, MN	4,358	456	2,281
6	"				
7	"	Connecticut Bank & Trust			
8	"	Hartford, CT	4,806	707	1,752
9	"				
10	"	MDFC Equip. Leasing Corp.			
11	"	Long Beach, CA	1,714	137	1,124
12	"				
13	"	Neuberger & Berman Mgmt.			
14	"	New York, NY	762	94	408
15	"				
16	"	Corporate Capital Grp. Inc.			
17	"	Chicago, IL	1,523	188	816
18	"				
19	"	Marine Midland Leasing			
20	"	Corp., Buffalo, NY	3,465	211	2,793
21	"				
22	"	Steiner Finance Corp.			
23	"	San Francisco, CA	3,007	171	2,394
24	"				
25	"	Metro Life Cap. Corp.	2,820	263	2,001
26	"				
27	"	Sheridan II Leasing	7,132	764	4,744
28	"				
29	"	Lease Mark Inc.	144	28	69
30	"				
31	"	Marble Assoc., Chgo., IL	502	67	51
32	"				
33	"	Metlife Capital,			
34	"	Bellevue, WA	986	58	875
35	"	"	4,997	467	4,530
36	"				
37	"	Lease Mark, Inc.	79	14	52
38	"				
39	"	MDFC Equip., Chicago, IL	851	96	690
40	"				
41	"	Bk. of Glenbk, Glenbrook, IL	89	16	58
42	"				
43	"	Metlife Capital			
44	"	Bellevue, WA	744	66	678
45	"	Greyhound Leasing	3,516	147	3,369
46	"				
47	"	TOTAL LEASES CAPITALIZED UNDER FAS 13:	108,731	7,554	45,700
48	"				
49	"	TOTAL CHICAGO AND NORTH WESTERN TRANSPORTATION			
50	"	CONDITIONAL SALES AND LEASES	336,201	28,557	103,631

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE	DATE OF MATURITY	INTEREST			L i n e N o.
		RATE	ACCRUED DURING YEAR	PAID DURING YEAR	
(f)	(g)	(h)	(i)	(j)	
03/01/80	02/02/89	13.0	303	318	2
					3
04/30/81	06/30/91	16.0	489	489	4
					5
					6
07/31/81	11/15/89	14.875	423	435	7
					8
					9
07/12/82	11/01/92	16.0	211	215	10
					11
					12
09/01/82	01/01/91	13.5	72	75	13
					14
					15
12/22/82	01/01/91	13.5	144	150	16
					17
					18
06/01/83	12/31/93	10.5	321	332	19
					20
					21
12/30/83	01/01/94	11.5	301	312	22
					23
03/03/84	04/01/94	11.5	275	281	24
					25
03/01/84	04/01/92	11.5	663	683	26
					27
12/31/84	12/01/89	12.5	14	14	28
					29
09/12/80	12/12/88	13.5	22	23	30
					31
					32
04/01/85	07/01/95	13.5	153	156	33
10/04/85	01/04/94	10.5	520	337	34
					35
10/30/85	11/01/90	10.0	7	7	36
					37
03/31/85	02/28/93	10.0	102	96	38
					39
12/01/85	12/01/90	10.0	9	9	40
					41
					42
03/20/86	11/01/94	9.0	35	23	43
06/15/86	01/01/95	9.0	39	-	44
					45
					46
			5,759	5,662	47
					48
					49
			12,866	13,084	50

510. DEBTHOLDINGS - CONTINUED

Line No.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE	
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)
1	North Western Leasing Company Agreements:				
2					
3					
4	Conditional Payments:				
5	Hawker Siddeley Aircraft	Contl. Il. Natl. Bk., Chgo., IL	1,777	222	222
6	Note (B)	" " " "	3,200	400	400
7	"	" " " "	2,106	165	1,652
8	"	" " " "	1,253	125	501
9	"				
10	"	Marine Midland Bk., NY, NY	1,440	144	972
11	"				
12	"	Comerica Bank, Detroit, MI	1,440	144	972
13	"				
14	"	1st Natl. Bk., St. Paul	1,440	144	1,008
15	"				
16	"	European Amer. Bk., Chgo., IL	2,080	260	1,820
17	"				
18	"	First Natl. Bk. of Chicago			
19	"	Chicago, IL	7,000	760	3,918
20	"				
21	Security Agreement	First Natl. Bk. of Chicago			
22		Chicago, IL	4,489	561	1,824
23	"				
24	"	European Amer. Bk., Chgo., IL	6,700	764	4,585
25	"				
26		Kellogg City Nat. Bk.	1,000	125	384
27					
28	TOTAL NORTH WESTERN LEASING CO.		33,925	3,814	18,258
29					
30	TOTAL CONDITIONAL SALES AND LEASES		370,126	32,371	121,889
31					
32	④ TOTAL 766 EQUIPMENT OBLIGATIONS		432,731	36,969	137,729
33					
34					
35					
36	Rate Swap Agreements	Various ⑤	-	-	-
37					
38					
39		TOTAL ⑤	153,122	11,494	72,587
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50	GRAND TOTAL	⑧	833,853	48,963	473,316

510. DEBTHOLDINGS - CONTINUED					
DATE OF ISSUE	DATE OF MATURITY	INTEREST			L i n e N o.
		RATE	ACCRUED DURING YEAR	PAID DURING YEAR	
(f)	(g)	(h)	(i)	(j)	
					2
					3
					4
12/20/79	11/15/88	Note (A)	48	52	5
08/15/80	11/15/88	Note (A)	87	94	6
12/30/80	01/01/94	12.5	234	239	7
11/03/81	11/15/91	Note (A)	63	67	8
					9
08/15/83	08/15/94	Note (A)	104	109	10
					11
09/20/83	07/15/94	Note (A)	98	107	12
					13
12/27/83	11/15/94	Note (A)	106	112	14
					15
12/28/83	12/01/93	Note (A)	191	200	16
					17
					18
12/15/83	12/01/94	Note (A)	464	469	19
					20
					21
12/22/82	02/15/91	Note (A)	220	235	22
					23
12/22/82	12/01/92	Note (A)	526	572	24
					25
12/10/82	10/01/92	Note (A)	56	67	26
					27
			2,197	2,323	28
					29
		4	15,063	15,407	30
					31
			17,634	18,151	32
					33
					34
					35
04/17/86	05/15/93	Note (C) (S)	718	264	36
					37
					38
		TOTAL (S)	7,763	7,778	39
					40
					41
					42
					43
					44
					45
					46
					47
					48
					49
			56,690	57,426	50

NOTES AND REMARKS

- Note (A) Interest rate floats with current Prime, LIBOR, OIBO, Eurodollar or Certificate of Deposit rate, or combinations of these, plus margins, or a specified bank rate, and is generally subject to change at each payment date.
- Note (B) These obligations cover various locomotives, freight cars and other transportation equipment, and maintenance equipment.
- Note (C) The Company pays the difference between fixed interest rates of from 7.73% to 7.855% and floating interest rates on \$100,000 and will receive the difference when the floating amount exceeds the fixed interest amount.

Road Initials: CNW

Year 1986

67J

NOTES AND REMARKS

BLANK

Road Initials: CNW

Year 1986

67J

NOTES AND REMARKS

BLANK

510. DEBTHOLDINGS—Concluded
(Notes and other disclosures)

Line No.	a. Nature of security or collateral, if any	Line No.
1	SEE NOTE B AND COLUMN A OF SCHEDULE 510	1
2		2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17

b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder—bank, broker, holding company, individual or other specified category.

Line No.	Name and address of holder	Type of holder	Line No.
1	REFLECTED ON PAGE 66 OF SCHEDULE 510, AND AS FOLLOWS:		1
2			2
3	Trust - 1973		3
4	1. Jennings State Bank	Bank	4
5	Attn: M. Douglas Jennings		5
6	Davenport, NE 68335		6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14			14
15			15
16			16
17			17
18	(Continued on page 68A)		18

c. Other notes and comments

NOTES TO SCHEDULE 510 - PART B (Continued)

NAME AND ADDRESS OF HOLDERTYPE OF HOLDERTrust - 1973 (Continued)

- | | | |
|----|---|-------|
| 2. | Company of Salina Kansas
c/o First National Bank & Trust
Box 800
Salina, KS 67402 | Other |
| 3. | Liberty Registration Company
Of Oklahoma City
c/o Trust Dept.
Box 25848
Oklahoma City, OK 73125 | Other |
| 4. | Sigler & Co.
c/o Manufacturers Hanover Trust
Income Collection Dept.
P. O. Box 1765
Church Street Station
New York, NY 10008 | Other |
| 5. | First National Bank
Box 191
Glasgow, MT 59230 | Bank |
| 6. | Empire Fire & Marine Insurance Co.
1624 Douglas Street
Omaha, NE 68102 | Other |

Trust - 1974 #1

- | | | |
|----|--|-------|
| 1. | Thomas D. O'Malley
State Treasurer of Florida or
His Successor in Office
c/o Bureau of Collateral Sec.
P. O. Box 5200
Tallahassee, FL 32301 | Other |
|----|--|-------|

NOTES TO SCHEDULE 510 - PART B (Continued)

NAME AND ADDRESS OF HOLDERTYPE OF HOLDERTrust - 1st of 1975

1. First National Bank of Chicago
One First National Plaza
Suite 0121
Chicago, IL 60670

Bank

2. Central Life Assurance Co.
Attention: Securities Dept.
611 Fifth Avenue
P. O. Box 1555
Des Moines, IA 50306

Other

3. Dolpen & Co.
c/o Dollar Savings Bank
Attention: Hay Walker
P. O. Box 987
Pittsburgh, PA 15280

Other

4. Legal & Co.
c/o First Fidelity Bank
National Association New Jersey
Trust Dept.
P. O. Box 15095
Newark, NJ 07191

Other

Trust - 2nd of 1975

1. Jaquith & Co.
P. O. Box 2408
Church Street Station
New York, NY 10008

Other

2. First National Bank of Chicago
One First National Plaza
Suite 0121
Chicago, IL 60670

Bank

3. Cable Howse & Ragen
999 Third Avenue
Suite 4300
Seattle, WA 98104

Other

4. Hare & Co.
c/o The Bank of New York
P. O. Box 11203
New York, NY 10249

Other

5. Leroy & Co.
P. O. Box 569
Newark, NJ 07101

Other

NOTES TO SCHEDULE 510 - PART B (Continued)

NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
<u>Trust - 3rd of 1975</u>	
1. First National Bank of Chicago One First National Plaza Suite 0121 Chicago, IL 60670	Bank
2. Jaquith & Co. P. O. Box 2408 Church Street Station New York, NY 10008	Other
3. Alico One Federal Street Boston, MA 02211	Other
4. New American Life Ins. Co. ATTN: J. M. Silvey 3101 West Broadway Columbia, MO 65203	Other
5. Egger & Co. c/o The Chase Manhattan Bank N.A. P. O. Box 1508 Church Street Station New York, NY 10081	Other
6. Polly & Co. P. O. Box 1068 Wall Street Station New York, NY 10004	Other
<u>Trust - 1st of 1976</u>	
1. First National Bank of Chicago One First National Plaza Suite 0121 Chicago, IL 60670	Bank
2. Seidco P. O. Box 54986 Term Annex Los Angeles, CA 90054	Other
<u>Trust - 2nd of 1976</u>	
1. Conac & Co. c/o The First National Bank of Chicago Suite 0114 Trust Dept. One First National Plaza Chicago, IL 60670	Other

NOTES TO SCHEDULE 510 - PART B (Continued)

NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
Trust - 2nd of 1976 (Continued)	
2. First National Bank of Chicago One First National Plaza Suite 0121 Chicago, IL 60670	Bank
3. Shelter Mutual Insurance Co. 1817 West Broadway Columbia, MS 65218	Other
Trust - 1977	
1. Egger & Co. c/o The Chase Manhattan Bank, NA Box 1508 Church Street Station New York, NY 10081	Other
2. Sigler & Co. c/o Manufacturers Hanover Trust Company Trust Collection Box 1765 Church Street Station New York, NY 10008	Other
3. Tr. Intl. Brotherhood of Boiler Makers Iron Ship Bldrs. Blacksmith Forgers & Helpers Death Benefit Fund 565 New Brotherhood Building Kansas City, KS 66101	Other
4. First National Bank of Chicago One First National Plaza Suite 0121 Chicago, IL 60670	Bank
5. Tr. of Intl. Brotherhood of Boiler Makers Iron Ship Builders Pension Trust Fund Jan. 16, 1951 565 New Brotherhood Building Kansas City, KS 66102	Other
6. Emseg & Co. c/o Norwest Bank Minneapolis National Association Capital Management & Trust Group Minneapolis, MN 55479	Other
7. Paine Webber Inc. 25 Broad Street New York, NY 10004	Other

NOTES TO SCHEDULE 510 - PART B (Continued)

<u>NAME AND ADDRESS OF HOLDER</u>	<u>TYPE OF HOLDER</u>
<u>Trust - 1981</u>	
1. Aetna Life Insurance Co. Bond and Investment Department Cityplace 185 Asylum Street Hartford, CT 06156	Other
C&NW CONSOLIDATED MORTGAGE BONDS, SERIES A	
1. Cede & Co. Box #20 Bowling Green Station New York, NY 10004	Other
C&NW CONSOLIDATED MORTGAGE BONDS, SERIES B	
1. Cede & Co. Box #20 Bowling Green Station New York, NY 10004	Other
<u>MRPI CONSOLIDATED MORTGAGE (A & B NOTES)</u>	
1. Continental Illinois National Bank and Trust Company of Chicago 231 South LaSalle Street Chicago, IL 60693 Attention: Special Industries Services, Transportation Division	Bank
2. The First National Bank of Chicago One First National Plaza Chicago, IL 60670 Attention: Gerald Mackin	Bank
3. National Bank of North America 44 Wall Street New York, NY 10005 Attention: Robert J. Mitchell	Bank
4. Norwest Bank Minneapolis, N.A. Seventh and Marquette Minneapolis, MN 55480 Attention: Commercial Loan Operation	Bank
5. The Northern Trust Company 50 South LaSalle Street Chicago, IL 60675 Attention: John P. Grube	Bank

NOTES TO SCHEDULE 510 - PART B (Continued)

NAME AND ADDRESS OF HOLDERTYPE OF HOLDERMRPI CONSOLIDATED MORTGAGE (A & B NOTES) (Continued)

- | | | |
|----|---|------|
| 6. | Harris Trust and Savings Bank
111 West Monroe Street
Chicago, IL 60690
Attention: Patrick R. Hunt | Bank |
| 7. | First Wisconsin National Bank
of Milwaukee
777 East Wisconsin Avenue
Milwaukee, WI 53202
Attention: Mark P. Bruss | Bank |
| 8. | Mercantile Trust Company,
National Association
Mercantile Tower
St. Louis, MO 63166
Attention: Patrick Costello | Bank |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
- (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	CNW Corporation		Controlled	Management Services		430 R	1
2	CNW Corporation		Controlled	Business Car Services		540 R	2
3	CNW Corporation		Controlled	Insurance Allocation		1395 P	3
4	CNW Corporation		Controlled	Miscellaneous		568 R	4
5	CNW Corporation		Controlled	Advances and			5
6				Repayments, net		1285 R	6
7							7
8							8
9			The Respondent consists of the Chicago and North Western Transportation Company and all of its consolidated subsidiaries as named herein, as authorized in the Commission's letter dated August 19, 1976, File: ACA/BAH, and including one subsidiary accounted for under the equity method.				9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

- (1) Line owned by respondent
- (2) Line owned by proprietary companies
- (3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent

- (5) Line operated under trackage rights

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

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

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

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

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

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

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

The returns in columns (b) and (c) 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 the 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 rest in a corporation controlled by or controlling the respondent, but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates properly 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.

RC-130900

CHICAGO & NORTH WESTERN

1986

3 OF 3

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Cross Check	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	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		1	CNW 100	M	2,223	694	40	374	179	1,008	4,518	1
2		1J	25	M						4	4	2
3		1J	33.333	M					2	6	8	3
4		1J	34	M						1	1	4
5		1J	50	M	5	1		4	8	38	56	5
6		1J	66	M						1	1	6
7		1J	66.666	M						2	2	7
8			TOTAL CLASS									8
9			1J MAIN		5	1		4	10	52	72	9
10			TOTAL CLASS									10
11			1 & 1J									11
12			MAIN		2,228	695	40	378	189	1,060	4,590	12
13												13
14												14
15		1	CNW 100	B	2,607	9	-	265	223	488	3,592	15
16		1J	20	B						2	2	16
17		1J	25	B	1	1				1	3	17
18		1J	33.333	B	5			3	4	2	14	18
19		1J	50	B	12	1		1	16	33	63	19
20		1J	65	B				1			1	20
21		1J	66.666	B						3	3	21
22		1J	87	B					1		1	22
23			TOTAL CLASS									23
24			1J BRANCH		18	2	-	5	21	41	87	24
25			TOTAL CLASS									25
26			1 & 1J									26
27			BRANCH		2,625	11	-	270	244	529	3,679	27
28												28
29			TOTAL CLASS									29
30			1 & 1J									30
31			MAIN &									31
32			1 & 1J									32
33		1	BRANCH		4,853	706	40	648	433	1,589	8,269	33
34												34
35												35
36												36
37		1	MRPI	M	413	5		26	27	86	558	37
38		1	MRPI	B	308	11		14	20	77	430	38
39			MRPI TOTAL		721	17		40	47	163	988	39
40												40
41												41
42												42
43												43
44												44
45			GRAND TOTAL									45
46			CLASS 1 &									46
47			1J MAIN &									47
48			1 & 1J									48
49			BRANCH		5,574	723	40	688	480	1,752	9,257	49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A								55
56			TOTAL BRANCH LINES	N/A								56
57			GRAND TOTAL									57
58			Miles of electrified road or track included in preceding grand total	N/A								58

CONTINUED ON PAGE 72A

700. MILEAGE OPERATED AT CLOSE OF YEAR												
Line No.	Cross Check	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	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		3B	ICG 100	M						1	1	1
2		3B	E. STL. JCT.									2
3			100	B						8	8	3
4			TOTAL CLASS									4
5			3B MAIN &									5
6			BRANCH							9	9	6
7												7
8												8
9		4	DMU 100	B						3	3	9
10												10
11												11
12												12
13												13
14		5	CNW&CO 100	M	447	48	21	8	5	37	566	14
15		5	CNW&CO 100	B	284	15	1	10	8	30	348	15
16												16
17			TOTAL CLASS									17
18			5 MAIN &									18
19			BRANCH		731	63	22	18	13	67	914	19
20												20
21												21
22												22
23												23
24												24
25												25
26												26
27												27
28												28
29												29
30												30
31												31
32												32
33												33
34												34
35												35
36												36
37												37
38												38
39												39
40												40
41												41
42												42
43												43
44												44
45												45
46												46
47												47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	3,088	749	61	412	221	1,184	5,715	55
56			TOTAL BRANCH LINES	N	3,217	37	1	394	272	647	4,558	56
57			GRAND TOTAL		6,305	786	62	706	493	1,831	10,183	57
58			Miles of electrified road or track included in preceding grand total	N/A								58

NOTES AND REMARKS

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701. 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	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs				
(a)	(b)	(c)		(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	Minneapolis									1
2		Minnesota	(A) M						2.64	2.64	2
3											3
4											4
5	1	Ripon									5
6		Wisconsin	(B) B	1.40						1.40	6
7											7
8											8
9											9
10											10
11											11
12											12
13											13
14											14
15		TOTAL	N/A	1.40					2.64	4.04	15

Leased to:

(A) Minnesota Transfer Railway

(B) Wisconsin and Southern Railroad

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

Line No.	Cross Check	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of propri- etary 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)									
1		ILLINOIS	543	218				29	790				1
2		IOWA	789	1,118				85	1,992				2
3		WISCONSIN	769	516				105	1,390		1		3
4		MICHIGAN	29	144				1	174				4
5		NEBRASKA	26	415				102	543				5
6		MINNESOTA	361	205				231	797				6
7		SOUTH DAKOTA		183					183				7
8		WYOMING		134				133	267				8
9		MISSOURI	123					45	168				9
10		KANSAS	1						1				10
11													11
12													12
13													13
14													14
15													15
16													16
17													17
18													18
19													19
20													20
21													21
22													22
23													23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32		TOTAL MILEAGE (single track)	2,641	2,933				731	6,305		1		32

705. 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 WHOLE mile adjusted to accord with footings, i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

1. For each railroad property used in respondent's transportation set, i.e., 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. Any certificates of convenience and necessity issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show 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. Show 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	Line No.
			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)	(k)	
1	1	M				1		9	10	CONSTR.	1
2											2
3	1	B						2	2	RECLASS	3
4											4
5	5	M	76						76	TRK. RIGHT (BN)	5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE		76			1		11	88		13

DECREASES IN MILEAGE

14	1	M				11	5	25	41	RET	14
15	1	B				47	52	58	157	RET	15
16	1	B	2						2	RECLASS	16
17	1	M	20						20	SOLD DM&E	17
18	1	B	806	1					807	SOLD DM&E	18
19	1	B	2						2	AB-1 SUB 194	19
20	1	B	2						2	AB-1 SUB 81F	20
21	1	B	20						20	AB-1 SUB 177	21
22	1	B	33						33	AB-1 SUB 176	22
23	1	B	1						1	AB-1 SUB 186	23
24	1	B	38						38	AB-1 SUB 191X	24
25	TOTAL DECREASE		1,072	1		58	57	83	1,271		25

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

Owned by respondent:

Miles of road constructed _____

Miles of road abandoned 99

Owned by proprietary companies:

Miles of road constructed _____

Miles of road abandoned _____

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.

705. 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 WHOLE mile adjusted to accord with footings, i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

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. Any certificates of convenience and necessity, issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show 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. Show 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	Line No.
			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
2											2
3											3
4											4
5											5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE										13

DECREASES IN MILEAGE

14	1	B	2						2	AB-1 SUB 187	14
15	1	B	(1)						(1)	AB-1 SUB 144	15
16	1	B	(1)						(1)	AB-1 SUB 150	16
17	1	B	1						1	AB-1 SUB 128	17
18											18
19	5	M	2						2	AB-1 SUB 186	19
20	5	M	73						73	TRK RIGHT (BN)	20
21	5	B	72						72	DM&E SALE	21
22											22
23											23
24											24
25	TOTAL DECREASE										25

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

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned _____

Owned by proprietary companies:

Miles of road constructed _____ Miles of road abandoned _____

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.

Road Initials: CNW

Year 1986

75B

NOTES AND REMARKS

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NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

9. Cross-checks

Schedule 710

Schedule 710

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

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units Diesel-freight units	4					4		4	HP 5,600		1	
2		Diesel-passenger units	55					1	54	54	162,350		2	
3		Diesel-multiple purpose units	1,011		55		26	91	703	298	1,001	2,529,100	3	
4		Diesel-switching units	58				16	51	23		23	31,700	4	
5	*	TOTAL (lines 1 to 4) units	1,128		55		42	143	730	352	1,082	2,729,150	5	
6	*	Electric locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6 and 7)	1,128		55		42	143	730	352	1,082	2,729,150	8	
9	*	Auxiliary units										N/A	9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	1,128		55		42	143	730	352	1,082	N/A	10	

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

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1965 (b)	Between Jan. 1, 1965 and Dec. 31, 1969 (c)	Between Jan. 1, 1970 and Dec. 31, 1974 (d)	Between Jan. 1, 1975 and Dec. 31, 1979 (e)	Between Jan. 1, 1980 and Dec. 31, 1984 (f)	During Calendar Year					TOTAL (i)	Line No.
								1985 (g)	1986 (h)	1987 (i)	1988 (j)	1989 (k)		
11	*	Diesel	486	258	26	148	74	35	55				1,082	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	486	258	26	148	74	35	55				1,082	14
15	*	Auxiliary units												15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	486	258	26	148	74	35	55			N/A	1,082	16

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]	303							303	303	48,303		17
18		Combined cars [All class C, except CSB]												18
19		Parlor cars [PBC, PC, PL, PO]	2						2		2	152		19
20		Sleeping cars [PS, PT, PAS, PDS]												20
21		Dining, grill and tavern cars [All class D, PD]	2							2	2	N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]										N/A		22
23		TOTAL (lines 17 to 22)	307						2	305	307	48,455		23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)	-						-	-	-	-		28
29		TOTAL (lines 23 and 28)	307						2	305	307	48,455		29
30		COMPANY SERVICE CARS Business cars [PV]	7				9		16		16	N/A		30
31		Board outfit cars [MWX]	71					6	65		65	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	60				1	3	58		58	N/A		32
33		Dump and ballast cars [MWB, MWD]	480	1				1	464	16	480	N/A		33
34		Other maintenance and service equipment cars	860				29	49	840		840	N/A		34
35		TOTAL (lines 30 to 34)	1,478	1			39	59	1,443	16	1,459	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data:

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

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND DEPRECIATION

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100-B287)	1,157					9	36
37		Plain box cars - 50' and longer (B300-B887)	5,285					13	37
38		Equipped box cars (All Code A)	3,485					32	38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	2,699					305	39
40		Equipped gondola cars (All Code E)	516					2	40
41		Covered hopper cars (All Code C -- 1 --)	12,238					1,004	41
42		Open top hopper cars-general service (All Code H)	2,378					4	42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	1,323					-	43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	1,098					57	44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	-					-	45
46		Flat cars-TOFC/COFC (All Code P & Q)	2					104	46
47		Flat cars-multi-level (All Code V)	-					-	47
48		Flat cars-general service (F101-106, F201-206, F301-306)	165					-	48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	173					3	49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)	139					-	50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)	-					-	51
52		All other freight cars (All Codes L & S and F171-176, 271-276, 371-376, 471-476)	7					-	52
53		TOTAL (lines 36 to 52)	30,665					1,533	53
54		Caboose (All Code N)	N/A	421				-	54
55		TOTAL (lines 53, 54)	30,665	421				1,533	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		397	769	-	769		42,296		36
37		193	3,319	1,786	5,105		390,050		37
38		138	2,156	1,223	3,379		257,257		38
39		204	1,924	876	2,800		240,175		39
40		40	415	63	478		42,221		40
41		175	4,082	8,985	13,067		1,274,636		41
42		232	1,057	1,093	2,150		212,663		42
43		14	1,309	-	1,309		100,793		43
44		18	736	401	1,137		81,550		44
45		-	-	-	-		-		45
46		-	-	106	106		3,710		46
47		-	-	-	-		-		47
48		51	114	-	114		6,348		48
49		19	129	28	157		11,590		49
50		-	38	101	139		13,011		50
51		-	-	-	-		-		51
52		1	6	-	6		330		52
53		1,482	16,054	14,662	30,716		2,676,630		53
54		5	399	17	N/A	416	N/A		54
55		1,487	16,453	14,679	30,716	416	2,676,630		55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem	All others	Units installed				
					New units purchased or built	New 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)	
		FLOATING EQUIPMENT							
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 and 57)	N/A						58
		HIGHWAY REVENUE EQUIPMENT							
59		Bogie chassis z-1							59
60		Dry van u-2 & z-2	1,173					283	60
61		Flat bed u-3 & z-3							61
62		Open top u-4 & z-4							62
63		Mechanical refrigerator u-5 & z-5							63
64		Bulk u-0 & z-0							64
65		Insulated u-7 & z-7	59						65
66		Tank u-6 & z-6							66
67		Other trailer or container Incl. u-9 & z-9	44						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	1,276					283	70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56					N/A				56
57					N/A				57
58					N/A				58
59									59
60		469	814	173	987		24,675		60
61									61
62									62
63									63
64									64
65		58		1	1		25		65
66									66
67		43		1	1		25		67
68									68
69									69
70		570	814	175	989		24,725		70

NOTES AND REMARKS

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

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	Locomotive Crane MWB	1	147	569	P	1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	1	N/A	569	N/A	25

REBUILT UNITS

26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL	1	N/A	569	N/A	39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, 726, AND 728

1. For purposes of these schedules, the track categories are defined as follows:

Track category¹

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

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

- 2. These schedules shall only include those lines maintained by the reporting carrier. They shall not include track maintained by others over which the reporting carrier has trackage rights.
- 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
- 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

¹For line segments containing more than single tracks, the total density over the route shall be used to determine track category.

720. TRACK AND TRAFFIC CONDITIONS

- 1. Disclose the requested information pertaining to track and traffic conditions.
- 2. Miles under slow order in column (e) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile ² (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (Deviation from timetable speed limit) (whole numbers) (e)	Line No.
1	A	1,281	23.89	50.63	298	1
2	B	1,680	9.31	35.57	886	2
3	C	1,699	4.20	28.80	639	3
4	D	1,532	.52	18.13	259	4
5	E	2,327	XXXXXXXX	XXXXXX	495	5
6	TOTAL	8,519	8.29	32.41	2,577	6
7	F	370	XXXXXXXX	XXXXXX	159	7
8	Potential abandonments	377		18.09	41	8

²To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

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721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of crossties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
				(d)	(e)			(h)			Percent of spot maintenance (k)	
1	A	99,542				12,984			112,526	193,023	8.3	1
2	B	76,464				121,275			197,740	205,480	18.2	2
3	C	35,740				20,780			56,520	179,650	28.0	3
4	D	33,985				29,983			63,968	103,992	14.4	4
5	E	6,526				24,647			31,173	460,667	100.0	5
6	TOTAL	252,257				209,670			461,927	1,142,812	23.1	6
7	F	52,059				3,506			55,565	153,515	8.6	7
8	Potential abandonments	165				1,289			1,454	7,816	100.0	8

9. Average cost per crosstie \$ 10.14 and switchtie (MBM) \$ 449.89

(Dollars in Thousands)

In column (a) classify the ties as follows:

T — Wooden ties treated before application.

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

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

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723. RAILS LAID IN REPLACEMENT

88

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

Line No.	Track category (2)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	36.50	3.90	9.30	11.70	46.30	15.60	28.30	1	
2	B	-	.70	92.60	57.90	92.60	58.60	58.60	2	
3	C	-	.80	55.80	66.40	55.80	67.20	29.50	3	
4	D	-	14.30	20.40	14.70	20.40	29.00	27.30	4	
5	E	-	-	-	37.30	-	37.30	100.00	5	
6	TOTAL	36.50	19.70	178.60	188.00	215.10	207.70	45.60	6	
7	F	2.00	.60	47.90	3.60	49.90	4.20	10.20	7	
8	Potential Abandonments	-	-	-	1.80	-	1.80	100.00	8	
9	Other								9	
10	Average cost of new and relay rail laid in replacement (gross tons) \$ 111.05									10

Road Initials

CNW

Year 19 86

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track. In column (a) classify the kind of rail applied as follows:
- (1) New steel rails, Bessemer process
 - (2) New steel rails, open-hearth process
 - (3) New rails, special alloy (describe more fully in a footnote)
 - (4) Relay rails.
2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2	136	13	5	419.52					1
2	4	90	22	1	31.81					2
3	4	100	4	-	25.97					3
4	4	110	78	2	24.49					4
5	4	112	1,736	141	81.31					5
6	4	115	1,400	106	75.87					6
7										7
8						112	1,557	37	24.00	8
9						115	262	6	23.69	9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33	TOTAL	N/A	3,253	255	78.56	N/A	1,819	43	23.96	33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								1.23	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								9.60	35
36	Track-miles of welded rail installed on system this year 119.00 : total to date 2,071.30									36

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	Pounds				
1					1
2	140	9.05			2
3	136	636.63			3
4	133	41.11			4
5	132	29.29			5
6	131	23.48			6
7	119	35.20			7
8	115	1,165.32			8
9	112	1,272.40			9
10	110	140.67			10
11	100	1,221.47			11
12	90	807.32			12
13	89	33.60			13
14	85	178.93			14
15	80	276.49			15
16	77.5	10.58			16
17	75	62.44			17
18	72	179.39			18
19	70	66.18			19
20	67	1.02			20
21	66	15.42			21
22	65	15.67			22
23	62	45.23			23
24	60	50.60			24
25	56	1.14			25
26	55	-			26
27	54	4.15			27
28					28
29					29
30					30
31	TOTAL	6,322.78			31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	112,526	193,023	3.0	4.3	61.90	2.4%	176,937	517.0	40.4%	1
2	B	197,740	205,480	4.0	3.5	151.20	4.5%	363,578	1,177.0	70.1%	2
3	C	56,520	179,650	1.1	3.0	123.00	3.6%	112,912	313.0	15.4%	3
4	D	63,968	103,992	1.4	1.9	49.40	1.6%	47,683	81.0	5.3%	4
5	E	31,173	460,667	.5	1.0	37.30	.8%	23,349	134.0	5.8%	5
6	TOTAL	461,927	1,142,812	1.8	1.6	422.80	2.5%	724,459	2,222.0	26.1%	6
7	F	55,565	153,515	5.0	11.9	54.10	7.3%	95,438	249.0	67.3%	7
8	Potential abandonments	1,454	7,816	.1	.6	1.80	.2%	2,116	-	-	8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS (Dollars in Thousands)

1. Furnish the requested information concerning the monetary amount and quantity of deferred capital improvements to track structure.
2. Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of track (a)	Monetary amount of deferred capital improvements		Line No.
		End of the year (b)	Beginning of the year (c)	
1	A			1
2	B			2
3	C			3
4	D			4
5	E			5
6	TOTAL TRACKS			6
7	F			7
8	Potential Abandonments			8
	Selected track improvements	Quantities of deferred capital improvements		
		End of the year	Beginning of the year	
9	Crossties			9
10	Rail			10
11	Ballast			11

NOTES AND REMARKS

Upon the adoption of depreciation accounting for track structure, all deferred maintenance became deferred capital expenditures. By whatever name, however, such amounts depend on business evaluations of, among other things, the level of expenditures economically justified in the light of the volume of traffic expected to be handled in the future on each line and the level of service required to be competitive for each involved shipper.

Since December 31, 1967 the Company has abandoned over 5,763 miles of uneconomic lines, although it continues to have many lines of light traffic density. While substantial additional expenditures could be made to improve efficiency of operations, the Company regards them as generally not economically justified and not necessary to its ability to provide competitive service.

Road Initials: CNW Year 1986

91B

NOTES AND REMARKS

BLANK

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS
(Dollars in Thousands)

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motors 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 (h) 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.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	82,398,048				1
2	Passenger	8,577,142				2
3	Yard switching	5,456,162				3
4	TOTAL	96,431,352				4
5	COST OF FUEL ¹ \$(000)	\$ 48,731	\$	\$	\$	5
6	Work Train	803,695				6

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL				10
11	COST OF FUEL ¹ \$(000)	\$	\$	\$	11
12	Work Train				12

¹Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). 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.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

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

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

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

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

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

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

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

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1 Miles of Road Operated (A)	6,303	156	1
		2 Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	851,046	XXXXXX	2
3		2-02 Way Trains	2,021,714	XXXXXX	3
4		2-03 Through Trains	7,527,529	2,052,065	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	10,400,289	2,052,065	5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	10,400,289	2,052,065	7
		3 Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	2,249,909	XXXXXX	8
9		3-02 Way Trains	4,896,312	XXXXXX	9
10		3-03 Through Trains	20,623,335	2,107,081	10
11		3-04 TOTAL (lines 8-10)	27,769,556	2,107,081	11
12		3-11 Train Switching (F)	360,242	XXXXXX	12
13		3-21 Yard Switching (G)	4,414,131	40,779	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	32,543,929	2,147,860	14
		4 Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	1,480	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	28,977	XXXXXX	16
17		4-012 Box-Equipped	20,734	XXXXXX	17
18		4-013 Gondola-Plain	9,642	XXXXXX	18
19		4-014 Gondola-Equipped	2,540	XXXXXX	19
20		4-015 Hopper-Covered	53,129	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	36,702	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	6,402	XXXXXX	22
23		4-018 Refrigerator-Mechanical	10,455	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	9,008	XXXXXX	24
25		4-020 Flat-TOFC/COFC	2,654	XXXXXX	25
26		4-021 Flat-Multi-Level	4,039	XXXXXX	26
27		4-022 Flat-General Service	1,716	XXXXXX	27
28		4-023 Flat-All Other	10,007	XXXXXX	28
29		4-024 All Other Car Types-Total	1,765	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	199,250	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot	1,571	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	24,341	XXXXXX	32
33		4-112 Box-Equipped	16,689	XXXXXX	33
34		4-113 Gondola-Plain	9,069	XXXXXX	34
35		4-114 Gondola-Equipped	2,648	XXXXXX	35
36		4-115 Hopper-Covered	57,665	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	33,993	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	6,656	XXXXXX	38
39		4-118 Refrigerator-Mechanical	9,259	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	6,323	XXXXXX	40
41		4-120 Flat-TOFC COFC	401	XXXXXX	41
42		4-121 Flat-Multi-Level	2,668	XXXXXX	42
43		4-123 Flat-General Service	1,238	XXXXXX	43
44		4-123 Flat-All Other	9,370	XXXXXX	44
45		4-124 All Other Car Types	590	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	182,481	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot	0	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	2,840	XXXXXX	48
49		4-132 Box-Equipped	620	XXXXXX	49
50		4-133 Gondola-Plain	43	XXXXXX	50
51		4-134 Gondola-Equipped	63	XXXXXX	51
52		4-135 Hopper-Covered	30,577	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	361	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	34	XXXXXX	54
55		4-138 Refrigerator-Mechanical	0	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	1,212	XXXXXX	56
57		4-140 Flat-TOFC COFC	28,455	XXXXXX	57
58		4-141 Flat-Multi-Level	25,003	XXXXXX	58
59		4-142 Flat-General Service	104	XXXXXX	59
60		4-143 Flat-All Other	2,271	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	14,919	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	5,081	XXXXXX	62
63		4-146 All Other Car Types	709	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	112,292	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot	0	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	1,850	XXXXXX	66
67		4-152 Box-Equipped	96	XXXXXX	67
68		4-153 Gondola-Plain	74	XXXXXX	68
69		4-154 Gondola-Equipped	64	XXXXXX	69
70		4-155 Hopper-Covered	33,057	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	353	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	34	XXXXXX	72
73		4-158 Refrigerator-Mechanical	0	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	1,230	XXXXXX	74
75		4-160 Flat-TOFC/COFC	15,576	XXXXXX	75
76		4-161 Flat-Multi-Level	16,606	XXXXXX	76
77		4-162 Flat-General Service	168	XXXXXX	77
78		4-163 Flat-All Other	2,640	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	16,838	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	5,833	XXXXXX	80
81		4-166 All Other Car Types	712	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	95,131	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	5,224	XXXXXX	83
84		4-18 No Payment Car-Miles (J) ¹	120,480	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-191 Unit Trains	89,102	XXXXXX	85
86		4-192 Way Trains	97,749	XXXXXX	86
87		4-193 Through Trains	528,008	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	714,859	XXXXXX	88
89		4-20 Caboose Miles	9,819	XXXXXX	89
		5. Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches		11,774	90
91		5-02 Combination, Passenger Cars			91
92		5-03 Sleeping and Parlor Cars			92
93		5-04 Dining, Grill and Tavern Cars		56	93
94		5-05 Head-End Cars (Other than 5-02)			94
95		5-06 TOTAL (lines 90-94)		11,830	95
96		5-07 Business Cars			96
97		5-08 Crew Cars (Other than Caboose)			97

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	5,184,150	284,534	98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	8,180,987	XXXXXX	99
100		6-021 Way Trains	5,784,695	XXXXXX	100
101		6-022 Through Trains	37,153,501	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.		832,677	102
103		6-04 Non Revenue	261,200	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	56,564,533	1,117,211	104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	85,175	XXXXXX	105
106		7-02 Non-Revenue	2,263	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	87,438	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	26,575,373	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	26,575,373	XXXXXX	110
111		8-04 Non-Revenue-Road Service	755,578	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	755,578	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	27,330,951	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	510,956	XXXXXX	115
116		9-02 Train Switching	26,467	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	582,381	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	92,524	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	85,668	XXXXXX	120
121		12-02 Way Trains	471,313	XXXXXX	121
122		12-03 Through Trains	1,206,118	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	284,884	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	223,633	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	2,350	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore	8,138,017	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	8,138,017	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	5,692	XXXXXX	130
131		17-02 Unserviceable	16	XXXXXX	131
132		17-03 Surplus	464	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	6,172	XXXXXX	133

VERIFICATION

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

OATH

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

State of ILLINOIS

County of COOK

J. M. BUTLER

(Insert here name of the affiant)

makes oath and says that he is

Senior Vice President

Finance and Accounting

(Insert here the official title of the affiant)

Of CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY AND LESSOR SUBSIDIARIES

(Insert here the exact legal title or name of the respondent)

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

JANUARY 1

19 86

to and including

DECEMBER 31

19 86

(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC

in and for the State and

county above named, this

2nd

day of

April

19 87

My commission expires

My Commission Expires Mar. 3, 1990

Use an

L.S.

impression seal

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of _____

County of _____

_____ makes oath and says that he is _____

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of _____

(Insert here the exact legal title or name of the respondent)

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

19 _____

to and including

19 _____

(Signature of affiant)

Subscribed and sworn to before me, a _____

in and for the State and

county above named, this

_____ day of _____

19 _____

My commission expires _____

Use an

L.S.

impression seal

(Signature of officer authorized to administer oaths)

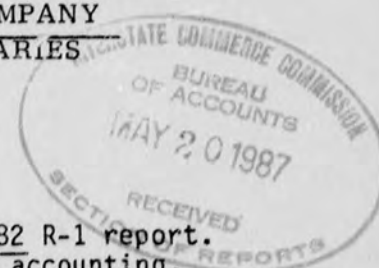
INDEX

	Page No.		Page No.
Accumulated depreciation		Leases	57
Road and equipment leased		Locomotive equipment	78
From others	34	Electric and other	78
Improvements to	34	Consumption of fuel	92
To others	37	Locomotive unit miles	95
Owned and used	31	Mileage-Average of road operated	85
Accruals-Railway tax	59	Changes during the year	75
Analysis of taxes	59	Of main tracks	72-73
Application of funds-Source	15	Of new tracks in which rails were laid	88
Balance sheet	5-9	Of new tracks in which ties were laid	87
Capital stock	14	Of road constructed and abandoned	75
Car, locomotive, and floating equipment-Classification	78-83	operated at close of year	73
Changes in financial position	15-16	By States and territories	75
Company service equipment	79	Owned and not operated at close of year	75
Compensating balances and short-term borrowing		Miscellaneous items in retained income accounts for the	
arrangements	63	year	61
Consumption of fuel by motive-power units	92	Motorcar car miles	95
Contingent assets and liabilities	8	Motor rail cars owned or leased	79
Crossties (see Ties)		Net income	11
Debt holdings	66-68	Oath	99
Deferred maintenance-tracks	91	Operating expenses (see Expenses)	
Depreciation base and rates		Revenues (see Revenues)	
Road and equipment leased		Statistics (See Statistics)	
From others	30	Ordinary income	10
Improvements to	28-29	Passenger car miles	97
To others	36	Private line cars loaded	96
Owned and used	30	Private line cars empty	96
Electric locomotive equipment at close of year	68	Rail motor cars	92
Equipment-classified	78-83	Rails	
Company service	79	Laid in replacement	88
Floating	82-83	Charges to additions and betterments	92
Freight-train cars	80-81	Charges to operating expenses	41
Highway revenue equipment	82-83	Additional tracks, new lines, and extensions	89
Passenger-train cars	80-81	Miles of new track in which rails were laid	88
Inventory	78-83	Weight of	89
Owned-Not in service of respondent	78	Railway-Operating expenses	41-49
Equipment-Leased, depreciation base and rate		Railway-Operating revenues	10
From others	30	Results of Operations	10-11
Improvements to	33	Retained income unappropriated	13
Reserve	34	Miscellaneous items in accounts for year	61
To others	36	Revenues	
Reserve	37	Freight	10
Equipment-Owned, depreciation base rates	30	Passenger	10
Reserve	31	Road and equipment-Investment in	26-27
Expenses-railway operating	41-49	Improvements to leased property	26-29
Extraordinary items	11	Reserve	34
Federal income taxes	59	Leased to others-Depreciation base and rates	36
Financial position-Changes in	15-16	Reserve	37
Floating equipment	82-83	Owned-Depreciation base and rates	30
Freight cars loaded	95	Reserve	31
Freight-train cars	80-81	Used-Depreciation base and rates	30
Freight car-miles	95	Reserve	31
Fuel consumed by motive-power units	92	Road-Mileage operated at close of year	72
Cost	92	By States and Territories	74
Funded debt (see Debt holdings)		Road-Owned and not operated at close of year	73
Gasoline (see Fuel)		Roadway deferred maintenance	90
Guaranties and suretyships	62	Securities (see Investments)	
Identity of respondent	2	Short-term borrowing arrangements-Compensating	
Items in selected income and retained earnings accounts	61	balances and	63
Investments in common stocks of affiliated companies	24	Sinking funds	7
Investments and advances of affiliated companies	20-23	Source and application of working capital	15-16
Railway property used in transportation service	38-39	Specialized service subschedule	56
Road and equipment	26-27	Statement of changes in financial position	15-16
Changes during year	26-77	Stock outstanding	14
Leased property-improvements made during the		Changes during year	14
year	28-29	Number of security holders	3

INDEX - Continued

	Page No.		Page No.
Total voting power	3-4	Miles of, at close of year, for other than switching and terminal companies	74
Value per share	3	Track and traffic conditions	85
Voting rights	3	Train hours, yard switching	98
Supporting schedule—Road	52-53	Train miles	95
Suretyships—Guaranties and	62	Tons of freight	98
Ties laid in replacement	86	Ton-miles of freight	98
Ties—Additional tracks, new lines, and extensions	87	TOFC/COFC number of revenue trailers and containers loaded and unloaded	98
Tracks operated at close of year	72	Voting powers and elections	3
		Weight of rail	90

CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY
NAME OF CARRIER
AND LESSOR SUBSIDIARIES
SUPPLEMENTAL 1986 R-1 DATA



INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1987.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>		
1.	Total road	Line 28, col. g	\$ 43,922
	<u>Schedule 342, Accumulated Depreciation--Improvements to Road and Equipment Leased from Others</u>		
2.	Total road	Line 27, col. g	1,434
	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>		
3.	Total road	Line 27, col. g	NONE
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (by Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	224,949
5.	Total expenditures for road	Line 34, total of cols. b thru e	477,286
6.	Total general expenditures	Line 45, total of cols. b thru e	---

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>\$ 43,098</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>1,666</u>
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>4,519</u>
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>276</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	<u>901</u>
12.	Passenger	Line 136, col. g	<u>97</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>240</u>
14.	Passenger	Line 137, col. g	<u>3</u>
	Depreciation - Other		
15.	Freight	Line 138, col. f	<u>6,187</u>
16.	Passenger	Line 138, col. g	<u>213</u>
	Other - Running		
17.	Freight	Line 148, col. f	<u>1,549</u>
18.	Passenger	Line 148, col. g	<u>1</u>
	Other - Switching		
19.	Freight	Line 149, col. f	<u>(12,500)</u>
20.	Passenger	Line 149, col. g	<u>---</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	\$ <u>1,754</u>
22.	Passenger	Line 150, col. g	<u>108</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>143,539</u>
24.	Passenger	Line 151, col. g	<u>13,128</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u>(10,310)</u>
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	<u>7,061</u>
27.	Total - Freight Train Cars	Line 24, col. f	<u>37,504</u>
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	<u>404</u>
29.	Marine Line-Haul	Line 33, col. f	<u>---</u>
30.	Local Marine	Line 34, col. f	<u>---</u>
31.	Total - Floating Equipment	Line 35, col. f	<u>---</u>
32.	Other Equipment	Col. f, sum of lines 37 thru 40	<u>10,326</u>
33.	Work & Other Non-revenue Equipment	Line 41, col. f	<u>1,522</u>
34.	Total - All Equipment	Line 43, col. f	<u>56,817</u>

ROAD INITIALS C&NW

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS) SCHEDULE 410 --WAY AND STRUCTURES: Administration-Track Administration-B&B Administration-Signal Administration-Communications Administration-Other Power Systems Highway Grade Crossing-Running Station & Office Buildings Misc. Buildings & Structures Roadway Machines Small Tools and Supplies Fringe Benefits-Running Fringe Benefits-Other Dismantling Retired Road Property-Running --OTHER EQUIPMENT: Computers & Data Processing Systems Work & Other Non-Revenue Equipment Fringe Benefits Lease Rentals-Debit	line 1, col. f line 2, col. f line 3, col. f line 4, col. f line 5, col. f line 28, col. f line 29, col. f line 31, col. f line 102, col. f line 109, col. f line 110, col. f line 112, col. f line 114, col. f line 145, col. f line 305, col. f line 307, col. f line 309, col. f line 311, col. f	\$ 8,837 2,358 2,970 1,676 872 250 1,802 1,399 927 6,721 3,042 17,726 6,257 3,635 546 6,738 443 12,315

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)		
--GENERAL AND ADMINISTRATIVE:		\$
Officers-General Administration	line 601, col. f	5,253
Accounting, Auditing & Finance	line 602, col. f	11,154
Management Services & Data Processing	line 603, col. f	9,241
Personnel & Labor Relations	line 607, col. f	4,189
Legal and Secretarial	line 608, col. f	5,534
Fringe Benefits	line 611, col. f	12,030
Casualties and Insurance	line 612, col. f	731
Joint Facility-Debit	line 616, col. f	64
Other	line 618, col. f	13,913
TOTAL OPERATING EXPENSES-FREIGHT	line 620, col. f	\$720,881
TOTAL OPERATING EXPENSES-PASSENGER	line 620, col. g	69,784
TOTAL OPERATING EXPENSES-TOTAL	line 620, col. h	\$790,665

--GENERAL AND ADMINISTRATIVE:

Officers-General Administration

Accounting, Auditing & Finance

Management Services & Data Processing

Personnel & Labor Relations

Legal and Secretarial

Fringe Benefits

Casualties and Insurance

Joint Facility-Debit

Other

line 601, col.f

line 602, col. f

line 603, col. f

line 607, col.f

line 608, col. f

line 611, col. f

line 612, col.f

line 616, col.f

line 618, col. f

\$

5,253

11.154

9,241

4.189

5.534

12.030

731

64

13.913

10,010

TOTAL OPERATING EXPENSES-FREIGHT

line 620, col.f

\$720,881

TOTAL OPERATING EXPENSES-PASSENGER

line 620, col.g

69,784

TOTAL OPERATING EXPENSES-TOTAL

line 620, col.h

\$790,665

