

RC-131300 CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC 1982 1/4

RC131800

R-1

annual report

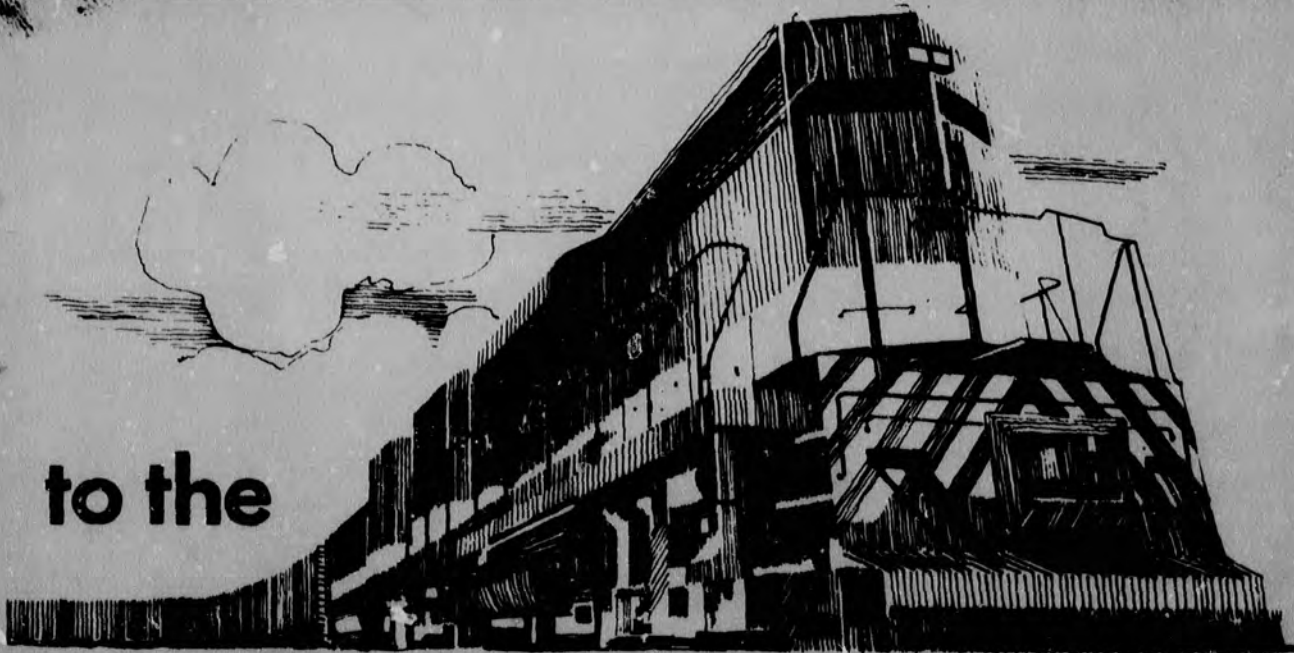
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| | <p>RC000322 CL1LH 82 ACAR CHICAGO MILWAUKEE ST PAUL & PACIFIC RR 516 JACKSON BLVD RM 746 CHICAGO IL 60606</p> |
| <p>Correct name and address if different than shown.</p> | <p>Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)</p> |

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1982

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of Accounts, P.O. Box 2040, Rockville Pike Station, Rockville, MD. 20852, by March 31, of the year following that for which the report is made. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act:

(49) U.S.C. 11145. Reports by carriers, lessors, and associations

(a) The Interstate Commerce Commission may require—

(1) carriers, brokers, lessors, and associations, or classes of them as the Commission may prescribe, to file annual, periodic, and special reports with the Commission containing answers to questions asked by it; and

(2) a person furnishing cars or protective services against heat or cold to a rail or express carrier providing transportation subject to this subtitle, to file reports with the Commission containing answers to questions about those cars or services.

(b) (1) An annual report shall contain an account, in as much detail as the Commission may require, of the affairs of the carrier, broker, lessor, or association for the 12-month period ending on the 31st day of December of each year. However, when an annual report is made by a motor carrier, a broker, or a lessor or an association maintained by or interested in one of them, the person making the report may elect to make it for the 13-month period accounting year ending at the close of one of the last 7 days of each calendar year if the books of the person making the report are kept by that person on the basis of that accounting year.

(2) An annual report shall be filed with the Commission by the end of the 3d month after the end of the year for which the report is made unless the Commission extends the filing date or changes the period covered by the report. The annual report and, if the Commission requires, any other report made under this section, shall be made under oath.

(c) The Commission shall streamline and simplify, to the maximum extent practicable, the reporting requirements applicable under this subchapter to motor common carriers of property with respect to transportation provided under certificates to which the provisions of section 10922(b)(4)(E) of this title apply and to motor contract carriers of property with respect to transportation provided under permits to which the provisions of section 10923(b)(5) of this title apply.

Pub. L. 95-473, Oct. 17, 1978, 92 Stat. 1427; Pub. L. 96-296, § 5(b), July 1, 1980, 94 Stat. 796.

49 U.S.C. 11901 (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

The respondent is further required to send to the Bureau of Accounts immediately upon preparation, two copies of its latest annual report to stockholders. See schedule B, page 2.

2. The instructions in this Form should be carefully observed, and each question should be answered fully and accurately, whether it has been answered in a previous annual report or not. Except in cases where they are specifically authorized, cancellations, arbitrary check marks, and the like should not be used either as partial or as entire answers to inquiries. If any inquiry, based on a preceding inquiry in the

present report form is, because of the answer rendered to such preceding inquiry, inapplicable to the person or corporation in whose behalf the report is made, such notation as "Not applicable; see page _____, schedule (or line) number _____" should be used in answer thereto, giving precise reference to the portion of the report showing the facts which make the inquiry inapplicable. Where the word "none" truly and completely states the fact, it should be given as the answer to any particular inquiry or any particular portion of an inquiry. Where dates are called for, the month and day should be stated as well as the year. Customary abbreviations may be used in stating dates.

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

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

5. All entries should be made in a permanent black ink. Those of a contrary character should be indicated in parenthesis.

6. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.

7. Railroad corporations, mainly distinguished as operating companies and lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts; and, a lessor company, the property of which being leased to and operated by another company, is one that maintains a separate legal existence and keeps financial but not operating accounts.

Operating companies are broadly classified, with respect to their operating revenues, according to the following general definitions:

Class I companies are those having annual operating revenues of \$50,000,000, or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$50,000,000 but in excess of \$10,000,000.

Class III companies are those having annual operating revenues of \$10,000,000 or less.

All switching and terminal companies will be designated class III railroads.

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

Commission means the Interstate Commerce Commission. Respondent means the person or corporation in whose behalf the report is made. Year means the year ended December 31 for which the report is made. The Close of the Year means the close of business on December 31 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. The Beginning of the Year means the beginning of business on January 1 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. The Preceding Year means the year ended December 31 of the year next preceding the year for which the report is made. The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

ANNUAL REPORT

OF

RICHARD B. OGILVIE, TRUSTEE OF THE PROPERTY OF

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY, DEBTOR

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1982

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

(Name) D. A. Josh, Jr.(Title) Comptroller

(Telephone number) _____

312

(Area code)

648-3429

(Telephone number)

(Office address) Room 746 - 516 West Jackson Boulevard, Chicago, Illinois 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:

Docket

Title

Decision Date

The following schedule was added to Railroad Annual Report Form R-1:

Schedule 512 Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided. Reinserted, it was inadvertently omitted from the 1981 report. Revised to reflect Accounting Series Circular No. 192 "Related Party Disclosures" dated May 18, 1982 which required F.A.S. No. 57 dated March 1982.

Changes were made to the following schedules:

Schedule 200 Added three lines to segregate account Nos. in other assets and renumbered.
Schedule 210 Deleted lines 69-74 and added a line 53 Total Provision For Income Tax and renumbered.
Schedule 310A Added heading Non-carrier (lists specifics for each company)
Schedule 335 Changed line Nos. 27, 36 and 37.
Schedule 361 Part Total Rental Expenses. Deleted columns c-h.
Schedule 412 Added column (e) Amortization Adjustment During Year, and Instruction No. 4.
Schedule 415 Changed column (e) from Depreciation to Amortization Adjustment Net During Year and minor changes to the Instructions.
Schedule 450 Changed heading to "Analysis of Taxes" from "Analysis of Federal Income Taxes" and the format of schedule. Segregate three line items.
Schedule 710 Deleted Diesel B Units and renumbered lines.
Schedule 721 Changed line No. 9 and added Instruction.
Schedule 723 Changed line No. 10 and added Instruction.
Schedule 755 Deleted 14 line items and renumbered the schedule. Minor changes were made in the Instructions.
Schedule 450 Item 3 added to analyze the affect of certain provisions of the Economic Recovery Tax Act of 1981 on Tax accruals.

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) 1,825

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate only include 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) 185

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate only include 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) Insignificant

Storage costs (Estimated) _____

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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 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 detail.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision.

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

3. 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 Richard B. Ogilvie, Trustee of the Property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor
2. Date of incorporation of Debtor - March 31, 1927
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 Petition for reorganization of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a Wisconsin Corporation, was filed under Section 77 of the Federal Bankruptcy Act on December 19, 1977 in the U. S. District Court for the Northern District of Illinois, Eastern Division (No. 77 B 8999). Mr. Stanley E. G. Hillman was appointed Trustee by Order of the Court entered on January 18, 1978. The Interstate Commerce Commission ratified the appointment of Mr. Hillman on February 9, 1978. On June 14, 1979, for reasons of health, Mr. Hillman submitted his resignation to be effective upon appointment and ratification of his successor. On July 24, 1979 the Court appointed as successor Trustee Mr. Richard B. Ogilvie, who had been Court-appointed counsel to Mr. Hillman. Mr. Ogilvie's appointment was approved by the Interstate Commerce Commission on August 20, 1979.
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. Not Applicable

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, \$ Par per share; first preferred, \$ 100 per share; second preferred, \$ None per share; debenture stock, \$ None per share. Redeemable Preference, \$10,000 per share (see note (a))
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote No (see notes (b) and (d))
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. (See notes (c) and (d))
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. 2,698,544 votes, as of December 31, 1982 (Date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 890 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements give, as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

| Line No. | Name of security holder | Address of security holder | Number of votes to which security holder was entitled | NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED | | |
|----------|--------------------------|----------------------------|---|---|------------|-----------|
| | | | | Stocks | | |
| | | | | Common (d) | PREFERRED | |
| | (a) | (b) | (c) | | Second (e) | First (f) |
| 1 | Chicago Milwaukee Corp. | Chicago, IL | 2,570,666 | 2,092,720 | | 477,946 |
| 2 | Zohar Ben Dov | New York, NY | 4,045 | 3,314 | | 731 |
| 3 | Howard McGowan | New York, NY | 3,316 | 3,041 | | 275 |
| 4 | Robert C. Reed | Delray Beach, FL | 3,000 | 3,000 | | |
| 5 | Zev Steiger | Highland Park, IL | 3,000 | 1,900 | | 1,100 |
| 6 | Evalyn Mann | Hallandale, FL | 2,214 | 564 | | 1,650 |
| 7 | Eugene Casey | Gaithersburg, MD | 2,100 | 2,100 | | |
| 8 | Kray & Co. | Chicago, IL | 2,027 | 411 | | 1,616 |
| 9 | Lauer & Co. | Philadelphia, PA | 1,869 | | | 1,869 |
| 10 | William G. Kahlert | St. Paul, MN | 1,800 | 1,800 | | |
| 11 | Bruce Buttles | Rumson, NJ | 1,777 | 1,100 | | 677 |
| 12 | Bernard H. Hoffman | Belle Harbor, NY | 1,575 | 900 | | 675 |
| 13 | Herbert C. Litt | Harrison, NY | 1,500 | 1,500 | | |
| 14 | Salo W. Baran | Canaan, CT | 1,300 | | | 1,300 |
| 15 | Adolph Weinacker | Detroit, MI | 1,300 | 1,300 | | |
| 16 | Philadep & Co. | Philadelphia, PA | 1,225 | 1,008 | | 217 |
| 17 | Carlo LaManna | St. Paul, MN | 1,200 | 1,200 | | |
| 18 | John D. Levy | St. Louis, MO | 1,000 | | | 1,000 |
| 19 | N. V. Maatschappy (f) | Amsterdam, Holland | 990 | 680 | | 310 |
| 20 | William Nesmorb | Fort Lee, NJ | 980 | 980 | | |
| 21 | Bache Halsey Stuart (e) | New York, NY | 927 | 891 | | 36 |
| 22 | Pearl & Nathan Batko | Chicago, IL | 800 | 800 | | |
| 23 | Dorothy & Arthur Monneit | New York, NY | 800 | 800 | | |
| 24 | Peter Douglas | New York, NY | 700 | 600 | | 100 |
| 25 | Mark H. Hoffman | New York, NY | 650 | 450 | | 200 |
| 26 | James J. Bader | Cedar Rapids, IA | 630 | 30 | | 600 |
| 27 | Joseph P. Carucci | Great Neck, NY | 609 | 37 | | 572 |
| 28 | Barbara Thayer | St. Paul, MN | 600 | 600 | | |
| 29 | Arthur F. Searing | Southampton, NY | 600 | | | 600 |
| 30 | Sally Levy | St. Louis, MO | 600 | | | 600 |

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. 2,570,666
votes cast.
11. Give the date of such meeting. May 10, 1977
12. Give the place of such meeting. Chicago, Illinois

NOTES AND REMARKS

EXPLANATORY NOTES FOR PAGE 3

- (a) The Redeemable Preference Shares are subject to and entitled to the benefit of a Financing Agreement between the United States of America and the respondent dated as of July 15, 1977.
- (b) The Redeemable Preference Shares do not have any voting rights in the conduct of the business of the respondent.
- (c) Preferred stockholders have the privilege to elect a majority of the Board of Directors whenever full dividends on the preferred stock shall not have been paid during three consecutive calendar years.
- (d) Whenever any dividend or redemption payment which is due on any one or more series of Redeemable Preference Shares shall have remained unpaid for a period of four months, the Secretary of Transportation of the United States or his designee shall have the exclusive right to elect or appoint two persons to serve as members of the Board of Directors, in which event the number of directors constituting the Board of Directors shall be increased by two to reflect such newly created directorships. In such event, the Board of Directors shall also be increased, if necessary, so that the directors elected or appointed by the Secretary shall not constitute more than 20% of the Board of Directors.
- (e) Bache, Halsey Stuart, Shields, Inc.
- (f) N.V.Maatschappy Tot Beheer Van Hel Adm Van Amerikanniche Fondsen Apgerigt Door Broes & Gorman Ten Have & Van Esseren Jarmarn & Zoonen.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

| Line No. | Account | Title (a) | Balance at Close of Year (b) | Balance at Beginning of Year (c) |
|----------------------------|---------------|---|------------------------------------|--|
| Current Asset | | | | |
| 1 | 701 | Cash | \$ (2,450) | \$ (6,302) |
| 2 | 702 | Temporary Cash Investments | 9,110 | 11,310 |
| 3 | 703 | Special Deposits | 119 | 312 |
| Accounts Receivable | | | | |
| 4 | 704 | — Loan and Notes | 3,745 | 696 |
| 5 | 705 | — Interline and Other Balances | 5,198 | 5,634 |
| 6 | 706 | — Customers | 15,828 | 15,760 |
| 7 | 707 | — Other | 14,314 | 12,351 |
| 8 | 709, 708 | — Accrued Accounts Receivables | 49,291 | 53,692 |
| 9 | 708.5 | — Receivables from Affiliated Companies | 71 | 88 |
| 10 | 709.5 | — Less: Allowance for Uncollectible Accounts | | |
| 11 | 710, 711, 714 | Working funds prepayments deferred income tax debits | 846 | 1,000 |
| 12 | 712 | Materials and Supplies | 36,930 | 38,856 |
| 13 | 713 | Other Current Assets | 3,290 | 7,051 |
| 14 | | Total Current Assets | 136,292 | 140,448 |
| Other Assets | | | | |
| 15 | 715, 716, 717 | Special funds | 152,647 | 125,610 |
| 16 | 721, 721.5 | Investments and Advances Affiliated Companies (sch 310) | 309,206 | 298,874 |
| 17 | 722, 723 | Other Investments and Advances | 6,403 | 761 |
| 18 | 724 | Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities—Cr. | | |
| 19 | 737, 738 | Property used in other than Carrier Operation (less depreciation) | 9,015 | 10,812 |
| | | \$ 1,493 | | |
| 20 | 739, 741 | Other Assets | 26,546 | 32,108 |
| 21 | 743 | Other Deferred Debits | 1,808 | 2,454 |
| 22 | 744 | Accum. deferred Income Tax debits | | |
| 23 | | Total Other Assets | 505,625 | 470,619 |
| Road and Equipment | | | | |
| 24 | 731, 732 | Road (Sch. 330 & 330A) | 332,621 | 344,992 |
| 25 | | Equipment | 238,242 | 302,070 |
| 26 | | Unallocated Items | (26,438) | (28,122) |
| 27 | | Accumulated Depreciation and amortization (Schs. 335, 351, 342, 340) | (232,291) | (273,327) |
| 28 | | Net road and Equipment | 312,134 | 345,613 |
| 29 | | Total Assets | 954,051 | 956,680 |

NOTES AND REMARKS

100. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY

| Line No. | Account | Title (a) | Balance at Close of Year (b) | Balance at Beginning of Year (c) |
|----------|------------------------------|--|------------------------------------|--|
| | | Current Liabilities | \$ | \$ |
| 30 | 751 | Loans and Notes Payable | | |
| 31 | 752 | Accounts Payable: Interline and Other Balances | 4,371 | 5,513 |
| 32 | 753 | Audited Accounts and Wages | 14,277 | 13,371 |
| 33 | 754 | Other Accounts Payable | 3,304 | 4,831 |
| 34 | 755, 756 | Interest and Dividends Payable | 5,582 | 2,958 |
| 35 | 757 | Payables to Affiliated Companies | | |
| 36 | 759 | Accrued accounts Payable | 84,286 | 95,084 |
| 37 | 760, 761, 761.5, 762 | Taxes Accrued | 21,379 | 5,283 |
| 38 | 763 | Other Current Liabilities | 23,475 | 19,945 |
| 39 | 764 | Equipment obligations and other long-term debt due within one year | 12,266 | 9,840 |
| 40 | | Total Current Liabilities | 168,940 | 156,828 |
| | | Non Current Liabilities | | |
| 41 | 765, 767 | Funded debt unmatured | 251,847 | 239,377 |
| 42 | 766 | Equipment obligations | | |
| 43 | 766.5 | Capitalized Lease Obligations | 84,239 | 93,706 |
| 44 | 768 | Debt in default | 140,628 | 140,628 |
| 45 | 769 | Accounts payable: Affiliated Companies | 50,876 | 52,133 |
| 46 | 770.1, 770.2 | Unamortized debt premium | | |
| 47 | 781 | Interest in default | 5,144 | 9,779 |
| 48 | 783 | Deferred revenues-Transfers from Government Authorities | | |
| 49 | 786 | Accumulated deferred income tax credits | 35,239 | 35,239 |
| 50 | 771, 772, 774, 775, 782, 784 | Other long-term liabilities and deferred credits | 159,004 | 160,076 |
| 51 | | Total Noncurrent Liabilities | 736,977 | 730,938 |
| | | Shareholders' Equity | | |
| 52 | 791, 792 | Capital Stock: (Sch. 230) | 278,984 | 278,984 |
| 53 | | Common Stock | 217,989 | 217,989 |
| 54 | | Preferred Stock | 60,995 | 60,995 |
| 55 | 793 | Discount on Capital Stock | | |
| 56 | 794, 795 | Additional Capital (230) | 815 | |
| | | Retained Earnings: | | |
| 57 | 797 | Appropriate (221) | | |
| 58 | 798 | Unappropriated (220) | (231,665) | (210,070) |
| 59 | 798.1 | Net Unrealized loss on noncurrent marketable equity securities | | |
| 60 | 798.5 | Less Treasury Stock | | |
| 61 | | Net Stockholders Equity | 48,134 | 68,914 |
| 62 | | Total Liabilities and Shareholders Equity | 954,051 | 956,680 |

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

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 (*Dollars in thousands*).

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ 264,237

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 on page 8

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. \$ 11,314

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

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

(ii) If funding is by trust agreement, list trustee(s) The Northern Trust Company, Chicago, Illinois

Date of trust agreement or latest amendment December 16, 1975

If respondent is affiliated in any way with the trustee(s), explain affiliation: Not affiliated

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement NONE

(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: Not applicable

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes No If yes, who determines how stock is voted? Not applicable

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 \$

(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 \$

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

Continued on following page

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

Marketable Equity Securities - to be completed by companies with \$10.0 million or more in gross operating revenues.

(a) Changes in Valuation Accounts None

| | Cost | Market | Dr. (Cr) to Income | Dr. (Cr) to Stockholders Equity |
|--|------|--------|-----------------------|------------------------------------|
| (Current Yr.) Current Portfolio _____ | | | | XXXXXX |
| as of / / Noncurrent Portfolio _____ | | | XXXXXX | \$ _____ |
| (Previous Yr.) Current Portfolio _____ | | | XXXXXX | XXXXXX |
| as of / / Noncurrent Portfolio _____ | | | XXXXXX | XXXXXX |

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

| | Gains | Losses |
|------------|----------|----------|
| Current | \$ _____ | \$ _____ |
| Noncurrent | _____ | _____ |

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

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to their 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.

NOTES AND REMARKS

3(a) Pensions

Non-union employees of Railroad are covered by a trustee noncontributory qualified pension plan providing defined benefits integrated with Railroad Retirement Act benefits. Pension expense is accrued at the actuarially computed normal cost plus amortization of prior service costs, and the plan is funded on the same basis. Prior service cost is amortized over 40 years. Pension expense amounted to \$2,449,589 in 1982 and \$2,923,519 in 1981. Following is a comparison of accumulated plan benefits and plan net assets:

| | January | |
|--|------------------------|-----------------|
| | 1982 | 1981 |
| | (amounts in thousands) | |
| Actuarial present value of accumulated plan benefits: | | |
| Vested | \$18,859 | \$23,841 |
| Nonvested | 586 | 313 |
| Total | <u>\$19,445</u> | <u>\$24,154</u> |
| Plan net assets available for benefits | <u>\$ 8,132</u> | <u>\$ 5,982</u> |

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)3(a) Pensions (Continued)

The weighted average assumed rate of return used in determining the actuarial present value of accumulated plan benefits was 7 per cent for 1982 and 6 per cent for 1981.

If Railroad were to cease operations and liquidate instead of achieving a reorganization, or otherwise terminate its pension plan, the Employee Retirement Income Security Act of 1974 guarantees the payment of certain benefits and makes Railroad liable for any shortage of plan funds, up to 30 per cent of Railroad's net worth. At July 1, 1981 the amount of Railroad's potential liability with respect to guaranteed benefits was approximately \$9,037,000.

7. Account 763 "Other Current Liabilities" includes advance of \$860,000 received from the National Railroad Passenger Corporation (Amtrak) under N.R.P.C. contract dated July 1, 1974.

8. Federal Income Taxes

Railroad and its subsidiaries are included in the consolidated Federal income tax returns of Chicago Milwaukee Corporation. Based upon unaudited returns and estimated 1982 tax data, Railroad has available as of December 31, 1982 a consolidated tax loss carryforward of approximately \$264,236,000 after deducting tax losses of approximately \$36,988,000 utilized by CMC. Of the total tax loss carryforward \$263,932,000 will expire in 1995 and \$304,000 will expire in 1997. For financial reporting purposes, Railroad and its subsidiaries have available as of December 31, 1982 a consolidated operating loss carryforward of approximately \$102,075,000, which will expire in 1995.

The available investment tax credit carryforward for both tax and financial reporting purposes as of December 31, 1982 amounts to approximately \$35,330,000, which will expire as follows: 1989 - \$1,823,000, 1990 - \$1,712,000, 1991 - \$1,727,000, 1992 - \$3,726,000, 1993 - \$7,644,000, 1994 - \$6,229,000, 1995 - \$4,210,000, 1996 - \$1,428,000 and 1997 - \$6,831,000.

9. Reorganization Proceedings

On December 19, 1977, Chicago, Milwaukee, St. Paul and Pacific Railroad Company ("Railroad") filed a petition for voluntary reorganization under Section 77 of the Federal Bankruptcy Act with the United States District Court for the Northern District of Illinois, Eastern Division (No. 77 B 8999) ("Reorganization Court"). On December 20, 1977, an order was entered in this proceeding by Judge Thomas R. McMillen approving the petition as properly filed. On January 18, 1978

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)9. Reorganization Proceedings (Continued)

the Reorganization Court appointed as Trustee Stanley E. G. Hillman. Mr. Hillman's appointment was approved by the Interstate Commerce Commission ("ICC") on February 9, 1978, and he began serving as Trustee of the property of Railroad on February 13, 1978. On June 14, 1979, for reasons of health, Mr. Hillman submitted his resignation to be effective upon appointment and ratification of his successor. On July 24, 1979, the Reorganization Court appointed as successor Trustee Richard B. Ogilvie, who had been Court-appointed counsel to Mr. Hillman. Mr. Ogilvie's appointment was approved by the ICC on August 20, 1979.

Under the Federal Bankruptcy Act, the Trustee, subject to the control of the Reorganization Court and the ICC, holds title to all of Railroad's assets and is authorized to conduct the business and manage the property of Railroad during the pendency of the reorganization proceeding for such time and on such conditions as may be in the best interest of Railroad's estate and in the interest of continuing, so far as feasible, Railroad's rail operations. Pursuant to authority provided by orders of the Reorganization Court, Railroad has deferred payment of certain invoices, claims, taxes, interest, wages, salaries and other items and has classified them in the Statement of Financial Position as "Accounts payable, accrued and other liabilities deferred under reorganization proceedings." To maintain rail service and to obtain funds for track and equipment rehabilitation, debt retirement and other purposes, the Trustee, with Reorganization Court approval, has borrowed on Trustee's Certificates \$456.5 million from a variety of internal and external sources, and \$54.3 million of such borrowings has been repaid. Many of these borrowings were objected to by the various debt indenture trustees and Chicago Milwaukee Corporation ("CMC"), Railroad's principal stockholder.

The Trustee determined early in the reorganization proceeding that Railroad's entire rail system, consisting at that time of about 10,000 route miles, could not be successfully reorganized but that portions of it could become viable. Studies by an independent consulting firm of various operating configurations indicated to the Trustee that a smaller, regional railroad had a reasonable possibility of becoming economically self-supporting. Since 1979, the Trustee's efforts at reorganizing Railroad have centered upon eliminating, by abandonment and sales, those rail lines not to be retained, operating Railroad on this reduced scale and analyzing those operations to determine whether Railroad can become a successful regional rail carrier. The Trustee has denominated as "Milwaukee II" the scaled-down Midwest core railroad, which at December 31, 1982 consisted of 3,269 route

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)9. Reorganization Proceedings (Continued)

miles and is undergoing further reduction toward a targeted system of about 2,900 route miles. Service by Railroad over many of the discontinued lines was terminated by a Court-ordered embargo at the end of February 1980 and during March 1980. Another large plant reduction occurred in 1982 as a result of the Miles City line sale discussed in the following paragraph. On application by the Trustee, the Reorganization Court has issued orders authorizing abandonment and/or sale of the lines not included in Milwaukee II.

The Trustee had sought disposition of the Miles City main line (519 route miles from Ortonville, Minnesota to Miles City, Montana and two connecting branch lines totaling 172 route miles, and trackage rights between Miles City and Billings, Montana) because intensive study had shown these lines to be economically marginal. Abandonment was recommended by the ICC during 1981. On February 22, 1982 the Trustee announced agreement in principle to sell approximately 480 miles of main line between Ortonville, Minnesota and Terry, Montana to the South Dakota Railroad Authority ("Authority") for \$30.4 million in cash plus other consideration. The Reorganization Court authorized abandonment of the entire Miles City main line, the two branch lines and the Billings trackage rights on March 15, 1982, and approved the Ortonville-Terry sale on April 16, 1982. Service west of Ortonville had been continued by Authority through the Burlington Northern Railroad under interim arrangements following termination of service by Railroad on March 31, 1982. The sale was closed on July 20, 1982.

The Trustee's Revised Plan of Reorganization dated September 15, 1981 ("Plan") was filed with the Reorganization Court on that date and was thereafter transmitted to the ICC. The Plan proposed to continue the reorganization process under a five-year program for achieving a revitalized and viable regional railroad. The Plan's conclusion is that "...it offers, without jeopardizing claimants' rights, a substantial likelihood that the Reorganized Railroad will be a solid entity providing adequate return to equity and serving the public interest".

As required by the Reorganization Court, the Trustee on April 30, 1982 made a progress report presenting information on the performance of Milwaukee II and a 1982 operating budget revised because of the greater-than-expected adverse impact of the business recession. As revised, the budget projected total 1982 Milwaukee II operating revenues of \$377.5 million compared to \$443.0 million in the Plan; however, various efficiencies as well as volume-related and inflation-related expense reductions produced a revised projection consistent

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)9. Reorganization Proceedings (Continued)

with the Plan in terms of net results. For the year 1982, Milwaukee II had operating revenues of \$363.5 million compared to \$377.5 million in the revised budget, and its ICC-basis pretax loss was \$29.3 million compared to \$30.0 million in the revised budget. The corresponding ICC-basis pretax loss for the year 1981 was \$89.9 million. In testimony before the Reorganization Court on December 6, 1982 in connection with the 1983 borrowing authority (note 11(j)), the Trustee reported that Railroad's financial performance is on target despite continuing adverse economic conditions, and that its 1983 budgets likewise are in line with Plan projections. The Plan projects ICC-basis pretax income of \$5.3 million for Milwaukee II in 1983.

The Trustee has recognized that the most desirable outcome for the reorganization proceeding may be the acquisition of Milwaukee II by another carrier as a going concern for continued rail operation. Commencing in October, 1981 the Trustee and his staff participated in discussions and joint studies of the possible integration of Milwaukee II into the Grand Trunk Corporation ("GTC") railroad system. GTC, a wholly-owned subsidiary of Canadian National Railway Company, is the holding company for four wholly-owned American railroad subsidiaries which operate about 2,000 route miles of mainline track, principally in Michigan, Ohio and Minnesota. GTC and Milwaukee II lines connect at Chicago, Illinois and Duluth, Minnesota. On August 17, 1982 the Trustee, the Milwaukee Land Company subsidiary and GTC executed a stock acquisition agreement which provides for eventual transfer to GTC of stock ownership in and control of Milwaukee II, and requires the Trustee to amend the Revised Plan of Reorganization dated September 15, 1981 to accommodate the proposed business combination with GTC. Railroad is in the process of preparing such an Amended Plan of Reorganization for filing with the ICC, and must receive approval from both the ICC and the Reorganization Court for it to become effective. The Amended Plan will supplant the Revised Plan dated September 15, 1981, and was filed on March 31, 1983.

Under the stock acquisition agreement GTC would acquire all of the voting stock of a reorganized railroad which would include in general the Milwaukee II operating assets free of existing mortgage and certain other liens, and Railroad's investments in affiliates other than Milwaukee Land Company. Property excess to Milwaukee II operations would remain with the bankruptcy estate. The reorganized railroad would assume specified long-term debts and obligations of Railroad estimated to total at closing approximately \$250 million and including principally: obligations to the Federal government for 4-R Act property rehabilitation loans, specified long-term

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)9. Reorganization Proceedings (Continued)

equipment lease obligations, approximately \$50 million of principal debt incurred under 4-R Act Section 511 for labor protection, unfunded pension obligations and employee deferred compensation claims, a portion of the debt incurred to acquire the railroad line between Clinton and Washington, Iowa (note 11(i)) plus indebtedness planned to be incurred in 1983 to rehabilitate trackage between Minneapolis/St. Paul and Ortonville, Minnesota.

The stock acquisition agreement calls for attainment by Milwaukee II of certain financial performance goals as projected in the Plan, and gives GTC the right to terminate the agreement if these projections are not attained. Included are goals for revenues, maintenance, fixed charge coverage, capital expenditures and ratios of expenses to revenues. GTC also has the right to terminate in certain enumerated circumstances including material adverse business developments, or if the Plan as it may be amended has not been confirmed by the Reorganization Court by July 1, 1984. To secure his performance and certain warranties under the agreement, the Trustee agreed to an indemnification which requires that, during a five-year period, the Trustee subject assets of the estate having a fair market value of \$50 million for the first year, \$35 million for the next two years, and \$10 million for the last two years, to a trust or escrow for the benefit of the rights of GTC under the indemnity.

CMC thereafter issued public statements critical of the agreement, asserting generally that the consideration is inadequate and indicating an intent to oppose the GTC stock transaction as presently structured. Pending the required ICC and Reorganization Court approval of the transaction, Railroad and GTC, while continuing to operate as separate companies, have agreed to certain operating coordinations designed to improve productivity and service in the primary traffic corridors of the two railroad systems. Such coordinations carried out to date include run-through freight train operations between Winnipeg, Manitoba and St. Paul, Minnesota, and between Port Huron, Michigan and Bensenville, Illinois.

Railroad formerly operated a Chicago-area commuter service pursuant to a Purchase of Service Contract with the Regional Transportation Authority ("RTA"). That contract expired on June 30, 1981 and was not renewed, causing Railroad thereafter to bear significant losses from the operation. On application by the Trustee the Reorganization Court, by order entered on September 13, 1982, authorized Railroad to permanently discontinue the commuter service and also approved trackage, lease and transition agreements enabling RTA to operate the service utilizing, for stated considerations, certain of

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)9. Reorganization Proceedings (Continued)

Railroad's tracks, yards and station facilities. The operations and 318 commuter-service employees were taken over by RTA on October 1, 1982.

10. Special Funds

Special funds consist of cash in banks, United States Treasury Bills and Notes, bank certificates of deposit and \$11.8 million of corporate recourse notes receivable. They represent principally (a) post-petition Railroad property sale proceeds deposited or to be deposited in escrow accounts pursuant to orders of the Reorganization Court, plus interest earned on such deposits, and (b) Railroad property sale proceeds and other funds deposited with mortgage trustees pursuant to indenture requirements prior to the filing by Railroad of its petition for reorganization, and held in escrow by the trustees subject to orders of the Reorganization Court. At December 31, 1982, Railroad had available Reorganization Court authority to borrow up to \$29.6 million from the special funds.

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates

The following table summarizes Railroad's obligations, exclusive of payments due within one year, under Trustee's Certificates issued pursuant to authorities granted by the Reorganization Court.

| Cert. No. | Issued To | Interest Rate % | Author- ized | Principal Amount (a) | | Notes |
|----------------------------------|--------------------|--------------------|------------------|----------------------|------------------|-------|
| | | | | Outstanding | | |
| | | | | Dec. 31 1982 | Dec. 31 1981 | |
| (amounts in thousands) | | | | | | |
| 1978-A | Federal Financing | | | | | |
| (4R/511) | Bank ("FFB") | 9.38 | \$ 21,419 | \$ 17,335 | \$ 18,755 | (b) |
| 1978-B | United States | | | | | |
| (4R/505) | of America ("USA") | 2.03 | 22,571 | 22,500 | 22,500 | (b) |
| 1978-C | | | | | | |
| (4R/505) | USA | 8.91 | 1,936 | 1,930 | 1,930 | (b) |
| 1980-D | | | | | | |
| (4R/511) | FFB | 10.57 | 19,322 | 17,683 | 19,290 | (c) |
| 1980-G | | | | | | |
| (4R/505) | USA | 2.03 | 35,000 | 16,710 | 16,270 | (c) |
| 1980-H | | | | | | |
| (4R/505) | USA | 10.09 | | 630 | 620 | (c) |
| 1980-E | FFB | 9.41 | 2,783 | 2,783 | 2,783 | (d) |
| 1980-A,B | FFB | 14.69 | 60,000 | 50,000 | 50,000 | (e) |
| 1980-C | FFB | 9.74/ | | | | |
| | | 15.30 | 75,000 | 52,916 | 37,905 | (f) |
| | Sub-totals | | 238,031 | 182,487 | 170,053 | |
| 5 | Milwaukee Land | | | | | |
| | Company ("MLC") | (g) | 10,000 | 10,000 | 10,000 | (g) |
| 6 | MLC | (g) | 6,000 | 6,000 | 6,000 | (g) |
| 21 | MLC | (g) | 8,700 | 8,700 | 8,700 | (g) |
| 26 | MLC | (g) | 15,000 | 15,000 | 15,000 | (g) |
| 32 | MLC | 4.00 | 29,660 | 29,660 | 29,624 | (h) |
| 7 | Continental Bank | | | | | |
| | ("CINB") | (i) | 4,000 | 4,000 | 4,000 | (i) |
| 8 | CINB | (i) | 6,700 | 6,700 | 6,700 | (i) |
| 9 | CINB | (i) | 8,300 | 8,300 | 8,300 | (i) |
| 12, 13 | CINB | (i) | 6,300 | 6,300 | 6,300 | (i) |
| 19, 20 | CINB | (i) | 5,000 | 5,000 | 5,000 | (i) |
| 27 | CINB | (i) | 17,800 | 17,800 | 17,800 | (i) |
| 28 | CINB | (i) | 27,200 | 27,200 | 27,200 | (i) |
| 29 | CINB | (i) | 11,000 | 11,000 | 11,000 | (i) |
| 31 | CINB | (i) | 9,000 | 9,000 | - | (i) |
| 33 | CINB | (i) | 2,346 | 2,346 | - | (i) |
| 30 | CINB | (j) | 60,000 | 39,089 | - | (j) |
| | Totals | | <u>\$465,037</u> | <u>\$388,582</u> | <u>\$325,677</u> | |
| Deduct certificates issued | | | | | | |
| to Continental Bank (note 11(a)) | | | | (136,735) | (86,300) | |
| Amount included in Statement | | | | | | |
| of Financial Position | | | | <u>\$251,847</u> | <u>\$239,377</u> | |

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

- (a) The Trustee's Certificates summarized in this table have been issued to (i) finance property rehabilitation and property additions projects under the Railroad Revitalization and Regulatory Reform Act of 1976 ("4-R Act"), (ii) finance an employee protection program, (iii) finance the purchase and retirement of approximately 76% of Railroad's First Mortgage bonds, and (iv) obtain, from various sources, cash needed to sustain operations of Railroad, including certain operations which were mandated to be continued for a period of time by the Milwaukee Railroad Restructuring Act ("MRRRA"), Federal legislation enacted on November 4, 1979.

Certificates identified as issued to "Continental Bank" evidence cash drawdowns from Railroad real estate and property sale proceeds held by Continental Illinois National Bank and Trust Company of Chicago, trustee of Railroad's First Mortgage. These certificates are not reflected, either as assets or liabilities, in Railroad's consolidated financial statements. The outstanding principal amount of certificates issued to Milwaukee Land Company is eliminated in consolidation.

- (b) Certificates 1978-A, 1978-B and 1978-C evidence rehabilitation and construction loans under Sections 505 and 511 of the 4-R Act. The funds were advanced to Railroad over the period from August, 1978 through November, 1979. Proceeds of the Section 511 certificate (1978-A) were used to overhaul 122 locomotives, repair 1,000 freight cars and purchase and install additional waste water treatment facilities at Railroad's Milwaukee, Wisconsin repair shops. Proceeds of the Section 505 certificates (1978-B and 1978-C) were used to finance continued rehabilitation of Railroad's main-line trackage between Milwaukee and Minneapolis-St. Paul. The certificates, subject to subsequent proceedings in the reorganization, are secured by a lien on the property of Railroad subordinated to the liens and security interests established by Railroad's First Mortgage and General Mortgage and to all claims having priority over said mortgages. In the event a plan of reorganization is approved, the then outstanding principal balance of the Section 505 certificates may, in certain circumstances, be converted into redeemable preference shares of the successor reorganized company.

Certificate 1978-A is fully guaranteed as to principal and interest by the Secretary of the United States Department of Transportation. The obligation matures in eleven equal annual installments of principal and interest due on November 15 of each year through 1992.

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

Certificates 1978-B and 1978-C mature in twenty equal annual installments of principal and interest commencing July 31, 1989.

- (c) The borrowings were for 1980 rehabilitation and construction programs under the 4-R Act. Section 511 funds were used to rehabilitate 35 locomotives, 902 freight cars and 19 cabooses. Section 505 funds were used for rehabilitation of 20.7 miles of track and a bridge in the feeder line between New Lisbon and Wausau, Wisconsin and for rehabilitation of 56.25 miles of main line track between Chicago, Illinois and Milwaukee, Wisconsin. Funds were advanced to Railroad over several months as the work progressed, starting in May, 1980.

Certificates 1980-D, 1980-G and 1980-H, subject to subsequent proceedings in the reorganization, are secured by a lien on the property of Railroad subordinated to the liens and security interests established by Railroad's First Mortgage and General Mortgage and to all claims having priority over said mortgages. In the event a plan of reorganization is approved, the then outstanding principal balance of the Section 505 certificates may, in certain circumstances, be converted into redeemable preference shares of the successor reorganized company. Certificate 1980-D is fully guaranteed as to principal and interest by the Secretary of the United States Department of Transportation.

Certificate 1980-D interest is payable on January 1 and July 1 of each year; the principal of this certificate is payable in twelve equal annual installments on January 1 of each year, commencing January 1, 1983. Certificates 1980-G and 1980-H mature in 20 equal annual installments of principal and interest commencing July 1, 1991.

- (d) Reorganization Court Order No. 290-B, issued on February 25, 1980, included authority of an unspecified amount for borrowings subordinated to all creditors of Railroad to fund the operation during the month of March 1980 of certain lines which were the subject of purchase offers. Funds in the amount of \$2,783,000 were borrowed under the Emergency Rail Services Act of 1970 ("ERSA") pursuant to this authority on May 20, 1980. This certificate has the same priority and maturity provisions as described in note (e) for certificates 1980-A and 1980-B.
- (e) On November 23, 1979 the Reorganization Court authorized the Trustee to borrow up to \$30 million under ERSA, as amended by MRRRA (certificate 1980-A), and upheld Sections 6, 7 and 22 of MRRRA as constitutionally valid. On February 25, 1980 the Reorganization Court approved the Trustee's request for

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

authority to borrow up to an additional \$30 million (certificate 1980-B, issued for \$20 million) under the same legislation. Under Section 7 of MRRA, these funds were provided to permit continued operation of Railroad's entire system for a period of approximately four months from November 1, 1979. The Reorganization Court orders authorizing these borrowings were appealed by Chicago Milwaukee Corporation and the debtor-corporation. On February 16, 1983 a panel of the United States Court of Appeals for the Seventh Circuit issued its decision unanimously dismissing the appeal as not being ripe for judicial review. CMC has now filed a petition seeking rehearing of the appeal by the entire Court of Appeals.

Advances totaling \$50.0 million were made during January, February and March, 1980. The certificates bear a maturity date of July 3, 1980; however, pursuant to provisions of the related Financing Agreement, upon the Trustee's default in payment on that date, the Secretary of the United States Department of Transportation paid the principal and accrued interest to the Federal Financing Bank and became the holder of the certificates, which are due and payable as to principal and interest upon the earliest of Railroad's liquidation, confirmed reorganization or January 2, 1995. Under MRRA these borrowings are subordinated to the claims of any creditors of Railroad as of the date of enactment (November 4, 1979) of that Act.

The amount permitted to be borrowed under Section 7 of MRRA was equal in general to the excess of Railroad's expenses over revenues during the specified period of approximately four months. There was a disagreement as to the aggregate amount of such excess. The Trustee's determination, made according to the applicable Financing Agreement and order of the Reorganization Court, showed Railroad to be entitled to borrow an additional amount of approximately \$6.8 million. The Administrator of the Federal Railroad Administration ("FRA") of the United States Department of Transportation denied the Trustee's request for advancement of the additional \$6.8 million and demanded repayment by the Trustee of \$476,000 of the existing advances totaling \$50 million. The Trustee thereupon filed with the Reorganization Court a motion for a finding and order compelling such advancement and requiring guarantee of a covering Trustee's Certificate. A Reorganization Court order of February 18, 1981 granting the Trustee's motion was appealed by the FRA and, on January 13, 1982, was reversed by the United States Court of Appeals for the Seventh Circuit. The Court of Appeals noted agreement among the parties that MRRA does provide for compensation for any physical erosion that may have resulted from continued

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

operations required by MRRRA, and remanded the matter to the Reorganization Court for further proceedings.

Section 701(c)(1) of the Staggers Rail Act of 1980 (P.L. 96-448) amended Section 7 of MRRRA to provide that Railroad's obligations for the subordinated borrowings described in this note (e) shall be waived and canceled when Railroad is reorganized as an operating rail carrier or when substantially all of Railroad is purchased.

- (f) The Trustee was authorized by orders of the Reorganization Court entered on February 7 and February 28, 1980, to borrow and issue a Trustee's Certificate in an amount not to exceed \$75 million to finance the employee protection agreement mandated by MRRRA. Such an agreement, between the Trustee and various labor organizations, had been entered into on December 14, 1979. The agreement provides for an immediate separation allowance of up to \$25,000 per employee and other benefits in lieu of "traditional" statutory protection of uncertain amount, priority and timing. Approximately 98% of employees separated to date have elected benefits under the December 14, 1979 agreement. Funds have been drawn down as needed to fund the protection program, commencing on April 1, 1980 and continuing through December, 1982. This borrowing is under Section 511 of the 4-R Act. Under the Reorganization Court's order the certificate is to be treated as an expense of administration and is guaranteed as to principal and interest by the Secretary of the United States Department of Transportation. Loan proceeds bear interest at one-eighth of 1% above the Treasury New Issue Rate at the time of draw-down, with interest payable on June 30 and December 31 of each year through June 30, 1986. The certificate is to be repaid in 40 equal semi-annual installments of principal and interest commencing December 31, 1986.
- (g) Advances from Milwaukee Land Company under certificates 5, 6, 21 and 26, all for cash operating needs, were made as follows: certificate 5 - March, 1979; certificate 6 - April and May, 1979; certificate 21 - April and June, 1980; certificate 26 - January through May, 1981. All of these borrowings bear interest at the bank prime rate adjusted quarterly, and mature upon termination of the reorganization proceedings or earlier if so directed by the Reorganization Court. The obligation evidenced by certificate 5 is subordinated to Railroad's General Mortgage and all obligations senior thereto, but has priority over other obligations of Railroad and its Trustee including the 4-R Act certificates referred to in notes (b) and (c). The obligations evidenced by certificates 6, 21 and 26 are subordinated to Railroad's existing debt.

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

- (h) Milwaukee Land Company made advances to Railroad, principally during 1981, to finance an offer by the Trustee to purchase and retire any or all of Railroad's First Mortgage bonds (note 17). The advances are evidenced by a Trustee's Certificate having the same rate of interest, maturity and priority as the First Mortgage bonds.
- (i) Advances from the property sale escrow accounts held by Continental Bank under certificates 7, 8, 9, 12, 13, 19, 20, 27 and 28 were made for working capital needs of Railroad. Advances under certificate 29 were used for track rehabilitation of a small sector (Techny to Lake Forest, Illinois) of Railroad's Chicago-Milwaukee main line and of a secondary line (New Lisbon to Wausau, Wisconsin) serving a new coal-fired electric power plant; this funding was authorized as an alternative to 4-R Act Federal funding which failed to materialize. The advance under certificate 31 was authorized and used to fund \$9 million of the purchase price paid by Railroad in 1982 to acquire the Chicago, Rock Island and Pacific Railroad Company line between Clinton and Washington, Iowa; the balance of the \$17 million purchase price was paid out of funds borrowed under certificate 30. Advances of an unspecified total amount were authorized on August 4, 1982, to be made under certificate 33 to pay interest and administrative charges due, commencing in 1982, on certificate 1980-C.

Obligations evidenced by these certificates constitute a cost of administration with highest priority over all costs of administration incurred or to be incurred in the reorganization proceedings except that: certificate 29 shall have equal priority with certificates 7, 8, 9, 19, 20, 27 and 28; certificate 30 (see note (j) herein) shall have equal priority with certificates 7, 8, 9, 27, 28 and 29; certificate 31 shall have equal priority with certificates 7, 8, 9, 19, 20, 27, 28 and 29; certificate 33 shall have equal priority with certificates 7, 8, 9, 19, 20, 27, 28, 29 and 31; and ERSA trustee certificates may have priority over any of these certificates. The obligations bear interest at the bank rate

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

for 90-day certificates of deposit adjusted quarterly. Principal and interest are payable upon termination of the reorganization proceedings or earlier if so directed by the Reorganization Court. The approximate timing of the advances was as follows:

Certificate No.

| | |
|--------|-----------------------------|
| 7 | April, 1978 |
| 8, 9 | May and June, 1979 |
| 12, 13 | October, 1979 |
| 19, 20 | April and May, 1980 |
| 27 | March, April and May, 1981 |
| 28 | June through December, 1981 |
| 29 | July through December, 1981 |
| 31 | August, 1982 |
| 33 | September 1982 |

- (j) The \$60 million borrowing authority under certificate 30 was granted by the Reorganization Court in Order No. 534 dated December 7, 1981. The Trustee's application for this authority, consistent with his Revised Plan of Reorganization dated September 15, 1981, projected that working fund drawdowns from the property sale escrow accounts would be needed in 1982 and 1983 in the amounts of \$40 million and \$20 million, respectively. Order No. 534 authorized the Trustee to transfer \$60 million from an escrow account to a special "Reorganization Escrow Account" and to withdraw funds therefrom as needed to maintain and operate the Milwaukee II system, including transitional activities, subject to certain timing restraints and a requirement that property rehabilitation and improvement expenditures in amounts substantially equal to the borrowings be made by Railroad as feasible over time. As permitted by the Reorganization Court, Railroad has used \$8 million of the 1982 drawdowns to fund a portion of the purchase price of an Iowa rail line (see note (i) herein).

By order entered on December 23, 1982 the Reorganization Court amended its Order No. 534 to permit the Trustee to draw all funds from the Reorganization Escrow Account as needed to sustain operations of Milwaukee II. This authority covers, in addition to the remainder of the \$60 million principal amount, interest which has accrued and will accrue from investment of funds in the Reorganization Escrow Account. Such interest, estimated by Railroad at \$6 million, may not be drawn before May 2, 1983. The December 23, 1982 order requires the Trustee to file a progress report with the Reorganization Court on April 25, 1983, and schedules for May 2, 1983 a status hearing on the progress of the reorganization and use of funds in the Reorganization Escrow Account.

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)11. Trustee's Certificates (Continued)

Advances under certificate 30 constitute a cost of administration with the highest priority over all costs of administration incurred or to be incurred in the reorganization proceedings, except that the certificate shall have equal priority with certificates 7, 8, 9, 27 and 28 and except that any subsequent ERSA certificates may have priority over certificate 30. Advances bear interest at the bank rate for 90-day certificates of deposit adjusted quarterly. Principal and interest are payable upon termination of the reorganization proceedings or earlier if so directed by the Reorganization Court.

Drawdowns on certificate 30 during 1982 were made at various dates from January 21 to November 22. During the first quarter of 1983, Railroad drew down \$6.15 million on January 31.

12. Redeemable Preference Shares

The 4-R Act established, among other things, certain financing mechanisms designed to assist in rehabilitation and improvement of railway facilities and equipment, including the purchase by the Secretary of Transportation of the United States of redeemable preference shares issued by railroads. The Act requires redeemable preference shares to be nonvoting and to have an initial par value of \$10,000 per share, and establishes basic characteristics of the shares including priority relative to other securities of the issuer, accrual and amount of dividends, and mandatory redemption provisions.

Railroad's Charter and Articles of Incorporation were amended in 1977 to authorize its Board of Directors to issue up to 20,000 redeemable preference shares from time to time in one or more series, and to issue an initial "Series One" consisting of a maximum of 930 shares. During 1977, 913 Series One shares were sold at par to the Secretary of Transportation. Substantially all of the proceeds from such sales were applied by Railroad during 1977, in conformity with the Financing Agreement referred to elsewhere in this note, to the replacement of track structure components in its main line between Milwaukee and Minneapolis-St. Paul.

Redeemable preference shares rank senior to Railroad's Preferred Stock and Common Stock as to dividend, redemption, liquidation and dissolution rights, but subordinate in such matters to senior debt. Upon any conversion of the shares to a fixed interest debt obligation (pursuant to any Board of Directors' resolution creating the series or any agreement pursuant to which they were issued), they would rank generally on a parity with subsequently incurred indebtedness. In liquidation the holder of the redeemable preference shares is

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)12. Redeemable Preference Shares (Continued)

generally entitled to receive the outstanding par value or principal amount plus unpaid accrued dividends or interest.

The Series One redeemable preference shares are entitled by their terms to annual cash dividend and redemption payments in the amount of \$684,750 (\$750 per share) in each of the years 1988 through 2007, subject to possible acceleration as explained below. The aggregate dividend and redemption amount is \$13,695,000. The dividend portion of each \$750 payment is equal to approximately 4.2% of par value at the time of payment. Par value will be reduced by the amount of each redemption installment paid. Dividends are payable only if Railroad is not insolvent or if payment would not render it insolvent, and only if certain conditions governing the availability of capital for the payment are met.

The Series One redeemable preference shares are subject to and entitled to the benefits of a Financing Agreement, dated July 15, 1977, between Railroad and the United States of America. The agreement defines various events, including bankruptcy, insolvency or reorganization, as "Events of Default" thereunder. Upon the happening of any Event of Default the agreement provides that the holder of the outstanding redeemable preference shares may declare the shares to be a fixed interest debt obligation, accelerate the redemption installment to a maximum of fifteen annual payments to begin on the sixth anniversary of original issuance of the shares, and raise the dividend rate to the maximum permissible by law. If the Event of Default is the filing of a petition in bankruptcy or an event of similar character, the agreement provides that such conversion to debt and acceleration will occur automatically; however, the shares may become a fixed interest debt obligation only if, when and to the extent such conversion would not violate the laws of Railroad's state of incorporation. The Trustee indicated in his Revised Plan of Reorganization that he intends to contest the availability of this conversion remedy. Railroad's Law Department believes that the Series One redeemable preference shares have not become a fixed interest debt obligation because such conversion may be deemed to violate provisions of the Wisconsin Business Corporation Law, and because of Railroad's filing of the petition for reorganization and pending reorganization proceeding.

The Financing Agreement contains covenants requiring that Railroad report to the Administrator of the Federal Railroad Administration with respect to various actions, including encumbrance of properties, guarantees, additional indebtedness, capital stock transactions, charter amendments, purchase of investment securities, lending or advancing funds,

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)12. Redeemable Preference Shares (Continued)

purchase or lease of assets, maintenance of working capital and net worth levels, and use of insurance proceeds. Upon the happening of any Event of Default the agreement provides that such actions automatically become subject to the prior written consent of the Administrator, but such consent has not been sought during Railroad's reorganization proceedings.

13. Contingent Interest

Contingent interest relates to those Railroad obligations (General Mortgage bonds, "Terre Haute" bonds and Income Debentures) as to which the debt instruments provide that the accrual of some or all interest is dependent upon sufficient Railroad earnings ("Available Net Income"), as defined. Several lawsuits were brought by securityholders in 1974 and 1975 seeking, in addition to various interest and other payments, a determination that the instruments thereafter be interpreted to require that Railroad include the undistributed earnings of its non-rail subsidiaries in Available Net Income and that there be no carry-forward of Available Net Income deficits. Such interpretations were included in a 1976 Court-approved settlement agreement, the implementation of which was stayed by Railroad's petition for reorganization in December, 1977.

Based upon the level of Railroad's 1981 earnings the debt instruments, if fully operative and if interpreted according to the 1976 settlement agreement, called for (a) accrual and payment of all 1981 contingent interest, (b) payment of the three-year, \$8.4 million accumulation of contingent interest on the General Mortgage and Terre Haute bonds and activation of new accumulations of such interest, and (c) various sinking fund and similar payments under certain indentures. Full provisions for all 1981 contingent interest were made in the 1981 financial statements. The Results of Operation Statement for 1982 include provisions for contingent interest on the General Mortgage and Terre Haute bonds but not on the Income Debentures. Interest on the Income Debentures is not cumulative. Provisions for the pre-1981 three-year accumulation were made in 1977 and prior years. All payments of these debt service liabilities are presently prohibited by Reorganization Court order. Accordingly, liability for contingent interest is reported in the Statement of Financial Position as noncurrent, under "Accounts payable, accrued and other liabilities deferred under reorganization proceedings".

Indenture trustees under the General Mortgage and the indenture covering the Income Debentures have claimed, as a remedy, that contingent interest obligations of the estate under these instruments became fixed obligations after default

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)13. Contingent Interest (Continued)

(the filing of the petition for reorganization). If the claims of the indenture trustees were to be allowed, Railroad would be required to provide for interest on the General Mortgage bonds for the years 1978 through 1980 (\$7.6 million) and interest on the Income Debentures for the years 1976 through 1980 (\$13.9 million) and for the year 1982 (\$2.8 million). No provision has been included in Railroad's financial statements in respect of these fixed-interest claims.

On March 25, 1983 the Trustee announced that he has reached an understanding with the indenture trustees for holders of Railroad's First Mortgage bonds, General Mortgage bonds and the Southern Indiana Railway Company First Mortgage bonds, concerning payment of the holders' claims against Railroad's estate. The understanding is subject to Reorganization Court approval. It contemplates giving effect to indenture provisions converting contingent interest to fixed interest upon default, and the payment in cash before July 1, 1983 of the following amounts applicable to these bonds: all unpaid fixed interest through 1982, General Mortgage contingent interest for the years 1975 through 1982, Southern Indiana contingent interest for the years 1975, 1976, 1977, 1981 and 1982, and the amounts payable under the settlement agreement referred to in the opening paragraph of this note 13, less certain litigation expenses. Payments in 1983 would aggregate \$26.7 million and would include, in addition to applicable interest amounts included (as liabilities deferred under reorganization proceedings) in the Statement of Financial Position as of December 31, 1982, the \$7.6 million of General Mortgage interest for the years 1978 through 1980 referred to in the preceding paragraph. The understanding also contemplates that the balance of these holders' claims will be paid in full by December 31, 1984, and that the indenture trustees will not seek payment with respect to such claims in any other manner or amount.

On March 29, 1983 the Trustee reached a similar understanding, also subject to Reorganization Court approval, with respect to Railroad's 5% Income Debentures and the Chicago, Terre Haute and Southeastern Railway Company First and Refunding Mortgage bonds. This understanding would give effect to the Debenture indenture provision converting interest to fixed interest upon default, and contemplates payment in cash or cash and notes by December 31, 1984, of the full amount of the then-outstanding claims, including principal and accrued interest. Included in such payment would be the \$16.7 million of Income Debenture interest referred to earlier in this note 13. The understanding also contemplates payment in cash before July 1, 1983 of \$1.7 million to holders of the Chicago, Terre Haute

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)13. Contingent Interest (Continued)

and Southeastern Railway Company First and Refunding Mortgage bonds for the same interest and related claim items that are identified in the preceding paragraph with respect to the Southern Indiana bonds.

14. Salary and Wage Deferrals

By agreement with various labor organizations representing about 85% of Railroad's employees covered by collective bargaining agreements and pursuant to Reorganization Court authorization, a wage deferral program was activated as of August 1, 1980. Also participating in the program were the Trustee and all of Railroad's officers and employees not covered by collective bargaining agreements. Under this program, which terminated on December 31, 1981, Railroad deferred payment of 7% (10% from August through December, 1980) of all wages and salaries earned by participating employees. Amounts deferred plus a premium of 30% are to be paid in the form of non-voting preferred stock upon reorganization. The Trustee's Revised Plan of Reorganization provides that this stock would be subject to mandatory redemption over a 20-year period commencing in 1988. In the event of liquidation, the deferred amounts would constitute claims with cost of administration status except that claims of employees receiving MRRA or other protection payments would be subordinated to all claims other than those of the common stockholders. Wages deferred totaled approximately \$7.3 million in 1980 and \$12.0 million in 1981. Amounts deferred were charged to operating expenses or other applicable accounts, and are included in the Statement of Financial Position as "accounts payable, accrued and other liabilities deferred under reorganization proceedings".

15. Litigation and Contingencies

After the filing by Railroad on December 19, 1977 of its petition for reorganization under Section 77 of the Federal Bankruptcy Act in the Reorganization Court, the Court entered an order which generally stays prosecution of most proceedings against Railroad or the enforcement of any judgment against it, or the enforcement of any lien arising therefrom against Railroad or its property. With certain limited exceptions such stay is automatic under Bankruptcy Rule 8-501(a) and Section 77(j) of the Act, and this stay remains in effect during the reorganization proceedings unless relief therefrom is granted by the Reorganization Court upon complaint of another party.

Railroad is under contract to participate in various jointly-owned or jointly-used rail facilities. The legal status and extent of its obligation, if any, to continue support of such facilities which are located in abandoned

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)15. Litigation and Contingencies (Continued)

non-core territory and which Railroad no longer uses has not been finally established; however, the Trustee proposes, as indicated in his Revised Plan of Reorganization, to reject all of these non-core contracts or leases. Any claim for liability arising out of a rejected executory contract, once determined, would be treated as an unsecured claim to be satisfied at consummation of the reorganization proceedings. Also not finally established is the extent of Railroad's obligation for restoration, repair or removal of railroad crossings, grade separation structures and bridges on abandoned lines. On December 13, 1982 the Reorganization Court ruled that Railroad has a common-law duty to restore railroad crossings after abandonment where the crossings were constructed by Railroad over a then-existing highway. Railroad is attempting to interpret and quantify this and other similar rulings, and is considering whether to appeal such rulings.

Under a 7% wage reduction agreement which became effective January 1, 1982, up to 115% of the amount by which wages are reduced is returnable to Railroad's employees if Railroad is reorganized and thereafter has earnings in excess of specified benchmarks, or if Railroad consummates a merger or sale transaction at a consideration in excess of ICC-basis book value. No provision has been made in the financial statements for this contingency.

A class action was filed in October, 1982 on behalf of an estimated seventy former Wisconsin employees of Railroad who have allegedly lost wages as a result of certain crew consist agreements entered into by the Trustee and the unions representing the employees (note 18). The plaintiffs are seeking back-pay and to enjoin future lay-offs. The action alleges that a 1972 Wisconsin statute prevents the firing, furlough or transfer of firemen or enginemen who held their positions when the statute was passed. Brought in a Wisconsin state court, the case was removed to the United States District Court for the Eastern District of Wisconsin. Railroad has filed a motion to dismiss the suit for failure of the plaintiffs to have the Reorganization Court lift the general stay against suits against the estate. The plaintiffs have asked the Reorganization Court to lift the stay and Railroad has filed a motion in opposition. Railroad believes that the Wisconsin statute on which the suit is based does not afford the protection alleged. If it does not prevail, Railroad's potential liability for back-pay and reinstatement is estimated at a maximum of approximately \$12.3 million.

During 1982 Railroad received approximately \$2.2 million under a \$9.5 million contract to sell its Minneapolis, Minnesota

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)15. Litigation and Contingencies (Continued)

passenger depot property. In October 1982 the purchaser defaulted under terms of the contract as amended and forfeited all right, title and interest in and to the property and the \$2.2 million downpayment. Subsequently, the purchaser filed a petition for reorganization under Section 11 of the Federal Bankruptcy Act and listed the property and the downpayment as assets of the estate. Railroad disputes the classification of the property and money as assets of the purchaser's estate, and has filed a motion with Railroad's Reorganization Court seeking an order confirming the default and declaring the \$2.2 million to be general funds of Railroad.

16. Sales of Tax Benefits

In 1981 Railroad contracted to sell and leaseback tax title to \$60 million of its 1981 expenditures for track structure, as permitted by the Economic Recovery Tax Act of 1981. Reorganization Court authorization was given subject to the requirement that the down-payment cash proceeds be placed into a separate Special Funds escrow account. The down-payment proceeds were received by Railroad in cash (\$6 million) and recourse notes (\$12 million) payable with interest over three years. The balance of the sale consideration was evidenced by non-recourse notes payable in 25 annual installments equal to Railroad's lease payments, with right of setoff. Down-payment proceeds, both the \$6 million received in cash and the \$12 million received in the form of recourse notes, were treated in the 1981 Results of Operation Statement as other income. The recourse notes are carried in the Statement of Financial Position as special funds.

A similar sale and leaseback of tax title was entered into late in 1982, involving \$15 million of 1982 expenditures for track structure and \$1.5 million of down-payment proceeds, all in cash. As in the 1981 transactions, the 1982 down-payment proceeds have been treated as other income.

The cost of the underlying track structure expenditures involved in the foregoing transactions is included in road properties and is being depreciated without regard to the tax title sales.

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)17. Gain from Early Extinguishment of Debt

The gain from early extinguishment of debt, reported in the accompanying 1981 Results of Operation Statement under extraordinary credits, consists of the following items:

(amounts in thousands
except per-share amount)

| | |
|--|-----------------|
| Prepayment discount on \$50,100,000 principal amount of priority ERSA Trustee's Certificates | \$ 8,859 |
| Excess of principal amount over net Tender Offer price for \$37,148,700 principal amount of First Mortgage bonds retired, less associated expenses of \$276,633 | 8,008 |
| Forgiveness of interest accrued on First Mortgage bonds retired by tender offer | 5,990 |
| Total gain | <u>22,857</u> |
| Less applicable charge in lieu of Federal income taxes | 10,500 |
| Total gain net of tax effect | <u>\$12,357</u> |
| Amount per share of common stock | <u>\$ 5.67</u> |

Cash prepayment was made on March 30, 1981 of \$50,100,000 principal amount of Trustee's Certificates (nos. 1, 1979-A and 1980-F) issued in 1979 and 1980 for operating cash needs under ERSA at interest rates of 9.12%, 9.36% and 11.40%, respectively. These certificates were to mature in 1988, 1994 and 1995, and were entitled to be treated as a cost of administration and to receive the highest lien on Railroad's property and priority in payment under the Federal Bankruptcy Act. Funds for the prepayment were obtained by Railroad from Milwaukee Land Company in the form of a cash dividend of \$43,061,000, which amount included \$1,820,000 to cover accrued interest and loan guarantee fees.

Bonds representing approximately 76% of the total outstanding principal amount of Railroad's First Mortgage bonds, 4%, Series A, due January 1, 1994, were tendered and retired

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)

17. Gain from Early Extinguishment of Debt (Continued)
according to the terms of the Trustee's Offer to Purchase dated June 26, 1981. The offer, which expired on August 10, 1981, covered any or all of the First Mortgage bonds outstanding. Its stated purpose was to give bondholders an opportunity to receive currently a specified amount of cash for their bonds rather than abide the outcome of the reorganization proceeding, and to reduce the Railroad's senior secured indebtedness to be provided for in reorganization. The offer price, payable in cash, was \$790 per \$1,000 principal amount, including \$13 per \$1,000 principal amount paid to the indenture trustee to satisfy such portion of its claims for fees and disbursements in connection with the reorganization proceeding as was attributable on a pro rata basis to the bonds tendered. Tendering bondholders agreed to surrender all claims in respect of the bonds tendered, including interest. Funding in the amount of \$29.6 million was accomplished by Milwaukee Land Company advances evidenced by a Trustee's Certificate having the same rate of interest, maturity and priority as the First Mortgage bonds.

The two debt extinguishments described in this note and the funding thereof from proceeds of the Milwaukee Land Company sales, were carried out pursuant to authorizations by the Reorganization Court.

Consistent with his Plan, the Trustee on April 28, 1982, filed an application with the Reorganization Court requesting authority to proceed with tender offers to purchase Railroad's outstanding Series A and Series B General Mortgage bonds and all of the "Terre Haute" bonds except the Chicago, Terre Haute and Southeastern Railway Company Income Mortgage bonds. The application proposed to finance the offers by borrowing from Milwaukee Land Company up to \$60 million on Trustee's Certificates having the same interest rates, maturity dates and priority as the underlying bonds purchased. Application for ICC approval of the tender offers was filed by the Trustee on May 3, 1982, and a hearing before the Reorganization Court with respect to funding of the offers was set for May 24, 1982. On May 24, 1982, the Trustee and GTC announced the signing of a letter of intent to transfer ownership and control of Milwaukee II to GTC, which transaction involves major amendment of the Plan (note 9). In view of this proposed transaction, and in accordance with recommendations from FRA as filed with the Reorganization Court, the Trustee postponed further consideration of these proposed tender offers.

18. Wage and Crew Reductions
During January and February of 1982 agreements were entered into, and approved by the Reorganization Court, implementing

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)18. Wage and Crew Reductions (Continued)

employee assistance programs assumed in the Trustee's Plan. An agreement with the United Transportation Union permitted the elimination, effective February 9, 1982, of firemen and certain brakemen from all train crews. Another agreement provided for a three-year 7% compensation reduction for all employees of Railroad commencing January 1, 1982. Implementation of such employee assistance programs had been required by the Reorganization Court as a condition to the \$60 million working capital borrowing authority granted on December 7, 1981. On May 10, 1982 the Trustee received Reorganization Court authority to enter into an agreement with the Brotherhood of Locomotive Engineers providing for voluntary separation of surplus engineers.

On March 2, 1982 the United States Supreme Court ruled certain Rock Island Railroad labor protection legislation to be in violation of the uniformity requirements of the bankruptcy clause of the United States Constitution (Railway Labor Executives' Association v. Gibbons). That legislation is similar to those provisions of MRRA which mandated Railroad's labor protection program and established for such program Federal loan guarantees of up to \$75 million under Section 511 of the 4-R Act. Because of the uncertainty caused by the Supreme Court's March 2, 1982 decision, the FRA temporarily suspended further funding for payment of MRRA labor protection. To provide alternate funding for protection benefits payable to employees terminated and furloughed under the crew reduction agreement referred to in the preceding paragraph, the Reorganization Court on March 19, 1982 authorized the Trustee to temporarily withdraw the necessary funds from the \$60 million Reorganization Escrow Account previously established for operation and maintenance of Milwaukee II. To allow FRA to resume funding, the Reorganization Court ruled on August 6, 1982 that its original 1980 orders (No. 286 and No. 286-A) covering MRRA labor protection constitute the law of this case and are res adjudicata as to the matters decided therein. Those orders had upheld (a) the labor protection provisions of MRRA, (b) the implementing agreement between the Trustee and various labor organizations, and (c) the related funding arrangements. Upon entry by the Reorganization Court of its August 6, 1982 order, FRA resumed funding for MRRA labor protection benefits and the temporary withdrawals from the Reorganization Escrow Account were restored thereto.

19. Subsequent Events

Reorganization Court Order No. 647, dated February 7, 1983, approved the Deferred Tax Settlement Program of Railroad's Trustee. That program covers state and local tax claims which accrued through December 31, 1982, and as to which Railroad

NOTES AND REMARKS

200. Comparative Statement of Financial Position -
Explanatory Notes (Continued)19. Subsequent Events (Continued)

has deferred payment during the reorganization proceedings. Under the program the Trustee will offer to pay 90% of the principal amount of such claims in full settlement thereof, and will agree to pay to taxing authorities which accept the offer the full principal amount of all future taxes which become due and payable after December 31, 1982. Program payments of deferred taxes and of program administration costs are to be funded by cash dividends from Milwaukee Land Company.

210. RESULTS OF OPERATIONS

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 Results of Operations.

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 for Account No. 512 under the "Income from Affiliated Companies" subsection of this schedule.

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

5. Dollars in thousands.

| Line No. | Item (a) | Amount for Current Year (b) | Amount for Preceding Year (c) | Freight-Related Revenue & Expenses (d) | Passenger-Related Revenue & Expenses (e) |
|----------|---|--------------------------------|----------------------------------|---|---|
| | ORDINARY ITEMS | | | | |
| | OPERATING INCOME | | | | |
| | Railway Operating Income | | | | |
| 1 | (101) Freight ** | \$ 320,747 | \$ 352,410 | \$ 320,747 | \$ |
| 2 | (102) Passenger ** | 15,081 | 19,175 | | 15,081 |
| 2 | (103) Passenger-Related | | | | |
| 4 | (104) Switching | 8,209 | 9,471 | 8,209 | |
| 5 | (105) Water Transfers | | | | |
| 6 | (106) Demurrage | 4,502 | 6,434 | 4,502 | |
| 7 | (110) Incidental | 1,260 | 1,876 | 882 | 378 |
| 8 | (121) Joint Facility-Credit | 1,819 | 1,584 | 122 | 1,697 |
| 9 | (122) Joint Facility-Debit | | | | |
| 10 | (501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9) | 351,618 | 390,950 | 334,462 | 17,156 |
| 11 | (502) Railway operating revenues-Transfers from Government Authorities for current operations | 11,931 | 13,409 | 7,322 | 4,609 |
| 12 | (503) Railway operating revenues-Amortization of deferred transfers from Government Authorities | | | | |
| 13 | Total railway operating revenues (lines 10-12) | 363,549 | 404,359 | 341,784 | 21,765 |
| 14 | (531) Railway operating expenses | 402,489 | 486,754 | 378,468 | 24,021 |
| 15 | *Net revenue from railway operations | (38,940) | (82,395) | (36,684) | (2,256) |
| | OTHER INCOME | | | | |
| 16 | (506) Revenue from property used in other than carrier operations | 342 | 301 | | |
| 17 | (510) Miscellaneous rent income | 3,118 | 3,065 | | |
| 18 | (512) Separately operated properties-Profit | | | | |
| 19 | (513) Dividend Income (cost method) | | | | |
| 20 | (514) Interest income | 2,352 | 3,086 | | |
| 21 | (516) Income from sinking and other funds | 16,536 | 14,557 | | |
| 22 | (517) Release of premiums on funded debt | | | | |
| 23 | (518) Contributions from other companies | | | | |
| 24 | (519) Miscellaneous income | 32,854 | 45,738 | | |
| | Income from affiliated companies | | | | |
| 25 | (513) Dividends (equity method) | 17,322 | 43,061 | | |
| 26 | Equity in undistributed earnings (losses) | 9,784 | 166,058 | | |
| 27 | Total other income (lines 16-26) | 82,308 | 275,866 | | |
| 28 | Total income (lines 15, 27) | 43,368 | 193,471 | | |
| | MISCELLANEOUS DEDUCTIONS FROM INCOME | | | | |
| 29 | (534) Expenses of property used in other than carrier operations | 46 | 107 | | |
| 30 | (535) Taxes on property used in other than carrier operations | 239 | 37 | | |
| 31 | (543) Miscellaneous rent expense | 24 | 27 | | |
| 32 | (544) Miscellaneous taxes | | | | |
| 33 | (545) Separately operated properties-Loss | | | | |
| 34 | (549) Maintenance of investment organization | | | | |
| 35 | (550) Income transferred to other companies | | | | |
| 36 | (551) Miscellaneous income charges | 1,041 | 1,061 | | |
| 37 | (553) Uncollectible accounts | | (168) | | |
| 38 | Total miscellaneous deductions (lines 29-37) | 1,350 | 1,064 | | |
| 39 | Income available for fixed charges Lines 25, 38 | 42,018 | 192,407 | | |

210. RESULTS OF OPERATIONS-Continued

| Line No. | Item (a) | Amount for Current Year (b) | Amount for Preceding Year (c) |
|--|---|-----------------------------------|-------------------------------------|
| | FIXED CHARGES | \$ | \$ |
| (546) Interest on funded debt: | | | |
| 40 (a) Fixed interest not in default | | 40,058 | 39,701 |
| 41 (b) Interest in default | | 935 | 1,724 |
| 42 (547) Interest on unfunded debt | | 1,390 | 1,395 |
| 43 (548) Amortization of discount on funded debt | | 71 | 154 |
| 44 Total fixed charges (lines 40-43) | | 42,454 | 42,974 |
| 45 Income after fixed charges (lines 39, 44) | | (436) | 149,433 |
| | OTHER DEDUCTIONS | | |
| (546) Interest on funded debt: | | | |
| 46 (c) Contingent interest | | 2,789 | 5,570 |
| | UNUSAL OR INFREQUENT ITEMS | | |
| 47 (555) Unusual or infrequent items (debit) credit | | (18,370) | 6,426 |
| 48 Income (loss) from continuing operations (before income taxes) | | (21,595) | 150,289 |
| | PROVISIONS FOR INCOME TAXES | | |
| (556) Income taxes on ordinary income: | | | |
| 49 Federal income taxes | | | 68,875 |
| 50 State income taxes | | | |
| 51 Other income taxes | | | |
| 52 (557) Provision for deferred taxes | | | |
| 53 Total provisions for income taxes (lines 49-52) | | | 68,875 |
| 54 Income from continuing operations | | (21,595) | 81,414 |
| | DISCONTINUED OPERATIONS | | |
| 55 (560) Income or loss from operations of discontinued segments (less applicable income taxes of \$) | | | |
| 56 (562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$) | | | |
| 57 Income before extraordinary items | | (21,595) | 81,414 |
| | EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES | | |
| 58 (570) Extraordinary items (Net) | | | 102,246 |
| 59 (590) Income taxes on extraordinary items | | | (10,514) |
| 60 (591) Provision for deferred taxes - Extraordinary items | | | |
| 61 Total extraordinary items (lines 57-59) | | | 91,732 |
| 62 (592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$) | | | |
| 63 Net income (Loss) | | (21,595) | 173,146 |
| | *Reconciliation of net railway operating income (NROI) | | |
| 64 Net revenues from railway operations | | (38,940) | (82,395) |
| 65 (556) Income taxes on ordinary income (-) | | | (68,875) |
| 66 (557) Provision for deferred income taxes (-) | | | |
| 67 Income from lease of road and equipment (+) | | (381) | (1,748) |
| 68 Rent for leased roads and equipment (+) | | 474 | 534 |
| 69 Net railway operating income (loss) | | (38,847) | (152,484) |

220. RETAINED EARNINGS—UNAPPROPRIATED

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 62, column (b), Schedule 210.

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

| Line No. | Item (a) | Retained earnings— Unappropriated (b) | Equity in undistributed earnings (losses), of affiliated companies (c) |
|----------|---|---|---|
| 1 | Balances of beginning of year _____ | \$ (508,251) | \$ 298,181 |
| 2 | (601.5) Prior period adjustments to beginning retained earnings _____ | | |
| | CREDITS | | |
| 3 | (602) Credit balance transferred from income _____ | | 9784 27,106 |
| 4 | (603) Appropriations released _____ | | |
| 5 | (606) Other credits to retained earnings equity in undistributed earnings (losses of affiliated companies) _____ | | |
| 6 | Total _____ | | 27,106 9784 |
| | DEBITS | | |
| 7 | (612) Debit balance transferred from income _____ | 31379 48,701 | |
| 8 | (616) Other debits to retained earnings equity in undistributed earnings (losses of affiliated companies) _____ | | |
| 9 | (620) Appropriations for sinking and other funds _____ | | |
| 10 | (621) Appropriations for other purposes _____ | | |
| 11 | (623) Dividends: Common stock _____ | | |
| 12 | Preferred stock ¹ _____ | | |
| 13 | Total _____ | 31379 48,701 | |
| 14 | Net increase (decrease) during year (Line 6 minus line 13) _____ | 31379 (48,701) | 27,106 9784 |
| 15 | Balances at close of year (Lines 1, 2 and 14) _____ | (539,630) (556,952) | 325,287 907 965 |
| 16 | Balances from line 15(c) _____ | 307,965 325,287 | |
| 17 | Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of Year _____ | (231,665) | XXXXX |
| | REMARKS | | |
| 18 | Amount of assigned Federal income tax consequences: Account 606 _____ | | XXXXX |
| 19 | Account 616 _____ | | XXXXX |

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

Edy. per J. E.
8/25/83
nw

NOTES AND REMARKS FOR SCHEDULES 210 and 220

221. RETAINED EARNINGS—APPROPRIATED

Give an analysis in the form called for below of account No. 797, "Retained earnings—Appropriated." (Dollars in thousands)

| Line No. | Class of appropriation (a) | Credits during year (b) | Debits during year (c) | Balance at close of year (d) |
|----------|---|----------------------------|---------------------------|---------------------------------|
| | | \$ | \$ | \$ |
| 1 | Additions to property through retained earnings _____ | | | |
| 2 | Funded debt retired through retained earnings _____ | | | |
| 3 | Sinking funds _____ | | | |
| 4 | Miscellaneous funds _____ | | | |
| 5 | Other appropriations (specify): _____ | | | |
| 6 | | | | |
| 7 | NONE | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | TOTAL | | | |

225. TRANSFERS FROM GOVERNMENT AUTHORITIES

This schedule should include particulars of all transfers from Federal, state or municipal authorities received during the year. The amount of transfer received shall be distributed among columns (c), (d), and (e) in accordance with General Instruction 1-15 of the Uniform System of Accounts for Railroad Companies. (Dollars in thousands)

| Line No. | Description (a) | Amount (b) | Applied to current operations (c) | Deferred to future periods (d) | Applied to contributed capital (e) |
|----------|--|---------------|--------------------------------------|-----------------------------------|---------------------------------------|
| | Source and description of transfers | \$ | \$ | \$ | \$ |
| 1 | | | | | |
| 2 | Regional Transportation Authority | | | | |
| 3 | Contract Compensation | 4,609 | 4,609 | | |
| 4 | State Grants-Roadway | | | | |
| 5 | Rehabilitation | 8,137 | 7,322 | | 815 |
| 6 | | | | | |
| 7 | Total received during year _____ | 12,746 | 11,931 | | 815 |
| 8 | Cumulative total of Government transfers-beginning of year _____ | 86,265 | XXXXX | XXXXX | XXXXX |
| 9 | Cumulative total of Government transfers-end of year _____ | 99,011 | XXXXX | XXXXX | XXXXX |

230. CAPITAL STOCK

PART I. CAPITAL STOCK

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.

5. Dollars in thousands.

| Line No. | Class of Stock (a) | Par Value (b) | Number of Shares | | | | Book Value at End of Year | |
|----------|------------------------------|------------------|-------------------|---------------|--------------------|--------------------|---------------------------|--------------------|
| | | | Authorized (c) | Issued (d) | In Treasury (e) | Outstanding (f) | Outstanding (g) | In Treasury (h) |
| 1 | Common | Non-Par | 2,637,451 | 2,179,907 | | 2,179,892 | 217,989 | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | Preferred Series A | \$ 100 | 1,150,000 | 1,150,000 | | 518,652 | 51,865 | |
| 5 | Redeemable Preference Shares | 10,000 | 20,000 | 913 | | 913 | 9,130 | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | TOTAL | XXXXX | 3,807,451 | 3,330,820 | | 2,699,457 | 278,984 | |

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

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) requires 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.

7. Report dollars in thousands.

| Line No. | Items (a) | Preferred Stock | | Common Stock | | Treasury Stock | | Additional Capital (h) |
|----------|---|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|---------------------------|
| | | Number of Shares (b) | Amount (c) | Number of Shares (d) | Amount (e) | Number of Shares (f) | Amount (g) | |
| 11 | Balance at beginning of year | | \$ | | \$ | | \$ | \$ |
| 12 | Capital Stock Sold ¹ | | | | | | | |
| 13 | Capital Stock Reacquired | | | | | | | |
| 14 | Capital Stock Canceled | | | | | | | |
| 15 | Stock Dividends | | | | | | | |
| 15 | Government Transfers- (non-depreciable property) | | | | | | | 815 |
| 16 | Balance at Close of Year | | | | | | | 815 |

¹ By footnote on page 18 state the purpose of the issue and authority.

240. STATEMENT OF CHANGES IN FINANCIAL POSITION

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 or 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. Dollars in thousands.

| Line No. | Description (a) | Current year (b) | Prior year (c) |
|-----------------------------------|--|---------------------|-------------------|
| SOURCES OF WORKING CAPITAL | | | |
| | Working capital provided by operations: | | |
| 1 | Income (loss) from continuing operations | (21,595) | 81,414 |
| | Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital: | | |
| 2 | Retirement of nondepreciable property | 3,170 | (11,026) |
| 3 | Loss (gain) on sale or disposal of tangible property | (30,162) | (26,776) |
| 4 | Depreciation and amortization expenses | 17,973 | 20,411 |
| 5 | Net increase (decrease) in deferred income taxes | | |
| 6 | Net decrease (increase) in parent's share of subsidiary's undistributed income for the year | (9,784) | (166,058) |
| 7 | Net increase (decrease) in noncurrent portion of estimated liabilities | (3,704) | (1,918) |
| | Other (specify): | | |
| 8 | Deferred compensation program | 405 | 12,004 |
| 9 | Interest and taxes accrued, not currently payable | 27,850 | 30,686 |
| 10 | Interest earned on special funds | (16,462) | (14,510) |
| 11 | Income from sale of tax benefits | - | (12,000) |
| 12 | Other | (117) | 3,027 |
| 13 | Total working capital from continuing operations | (32,426) | (84,746) |
| 14 | Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles: Gain from debt extinguishment | - | 68,875 |
| 15 | Total working capital from operations | (32,426) | (15,871) |
| | Working capital from sources other than operating: | | |
| 16 | Proceeds from issuance of long-term liabilities | 65,932 | 131,648 |
| 17 | Proceeds from sale/disposition of carrier operating property | 46,916 | 36,146 |
| 18 | Proceeds from sale/disposition of other tangible property | 32,639 | 40,445 |
| 19 | Proceeds from sale/repayment of investments advances | | |
| 20 | Net decrease in sinking and other special funds | | |
| 21 | Proceeds from issue of capital stock | | |
| | Other (specify): | | |
| 22 | Reclassification of liabilities to non-current | - | 1,258 |
| 23 | Miscellaneous | 412 | 2,122 |
| 24 | Government transfers for non-depreciable property | 815 | |
| 25 | | | |
| 26 | | | |
| 27 | Total working capital from sources other than operating | 146,714 | 211,619 |
| 28 | Total sources of working capital | 114,288 | 195,748 |

240. STATEMENT OF CHANGES IN FINANCIAL POSITION - Concluded

| Line No. | Description (a) | Current year (b) | Prior year (c) |
|----------|---|---------------------|-------------------|
| | APPLICATION OF WORKING CAPITAL | \$ | \$ |
| 29 | Amount paid to acquire/retire long-term liabilities | 12,495 | 81,365 |
| 30 | Cash dividends declared | | |
| 31 | Purchase price of carrier operating property | 29,753 | 32,021 |
| 32 | Purchase price of other tangible property | | |
| 33 | Purchase price of long-term investment and advances | | |
| 34 | Net increase in sinking or other special funds | | |
| 35 | Purchase price of acquiring treasury stock | | |
| | Other (specify): | | |
| 36 | Deposit of sale proceeds into escrow accounts (special funds) | 60,201 | 85,166 |
| 37 | Reclassification of receivables to non-current | - | 5,936 |
| 38 | Reclassification of pre-petition payables to current | 20,956 | - |
| 39 | Miscellaneous deductions | 7,149 | - |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | Total application of working capital | 130,554 | 204,488 |
| 46 | Net increase (decrease) in working capital | (16,266) | (8,740) |

241. CHANGES IN WORKING CAPITAL

Compute the net changes in each element of working capital.
(Dollars in thousands)

| Line No. | Item (a) | End of year (b) | Beginning of year (c) | Increase (Decrease) (d) |
|----------|--|--------------------|--------------------------|----------------------------|
| 1 | Cash and temporary investments | 6,660 | 5,008 | 1,652 |
| 2 | Net receivables | 88,448 | 88,221 | 227 |
| 3 | Prepayments | 844 | 997 | (153) |
| 4 | Materials and supplies | 36,930 | 38,856 | (1,926) |
| 5 | Other current assets not included above | 3,411 | 7,366 | (3,955) |
| 6 | Notes payable and matured obligations | | | |
| 7 | Accounts payable | 133,949 | 140,201 | (6,252) |
| 8 | Current equipment obligations and other debt | 12,266 | 9,840 | 2,426 |
| 9 | Other current liabilities not included above | 22,725 | 6,788 | 15,937 |
| 10 | Net increase (decrease) in working capital | (32,647) | (16,381) | (16,266) |

245. WORKING CAPITAL INFORMATION

1. Report below the information requested with respect to the referenced accounts.
2. Give the amount of issues from stock during the year for lines 1 thru 5 as it pertains to account 712, "Material and supplies."
3. Report on lines 6, 7, 8, and 9 on the amount applicable to common-carrier transportation service included in accounts 707, 753, 754, and 761.5 (Do not include taxes levied in lieu of property taxes.)
4. Dollars in thousands.

| Line No. | Item (a) | Amount (b) |
|----------|--|---------------|
| 1 | Construction and additions and betterments | 6,079 |
| 2 | Common-carrier operating purposes | 88,083 |
| 3 | Used by other than respondent's lessor companies | 4,938 |
| 4 | Total | 99,100 |
| 5 | Portion of balance in the material and supplies account at end of year that represents scrap and obsolete material | - |
| 6 | Account 707, Accounts receivable, other | 5,713 |
| 7 | Account 753, Audited accounts and wages payable | 5,699 |
| 8 | Account 754, Accounts payable, other | 110 |
| 9 | Account 761.5 Other taxes accrued | 20,996 |

NOTES AND REMARKS

NOTES AND REMARKS

NONE

NOTE REFERRING TO PAGES 20 AND 21

| <u>Name of Controlled Company</u> | <u>Controlling Companies and Extent of Joint Control</u> |
|-----------------------------------|--|
| C.T.H. & S.E. Ry. Co. | Respondent owns 97.74% of outstanding stock of C.T.H. & S.E. Ry. Co. considering voting rights of C.T.H. & S.E. Ry. Co. income bonds - extent of control is 54.02% |
| Chicago Union Station Co. | C.M.St.P. & P., B.N. - 25% each, Amtrak - 50% |
| D.R.I. & N.W. Ry. Co. | C.M.St.P. & P., B.N. - 50% each |
| Des Moines Union Ry. Co. | C.M.St.P. & P., N. & W. - 50% each |
| Indiana Harbor Belt RR Co. | C.M.St.P. & P. - 49%, Conrail - 51% |
| Kansas City Terminal Ry. Co. | C.M.St.P. & P., A.T. & S.F., I.C.G., B.N., C. & N.W., C.R.I. & P., M.P., K.C.S., M.K.T., St.L.-S.F., U.P., N. & W. - 8-1/3% each |
| The Minnesota Transfer Ry. Co. | C.M.St.P. & P., C.R.I. & P., Soo Line - 11-1/9% each C. & N.W. - 33-1/3 and B.N. - 33-1/3% |
| The Pullman Company | C.M.St.P. & P. - 1.28+, Various Railroad Companies - 98.72% |
| Trailer Train Co. | C.M.St.P. & P. - 2.44%, Various Railroad Companies - 97.56% |
| Longview Switching Co. | C.M.St.P. & P., B.N., U.P. - 33-1/3% each |

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.

12. Dollars in thousands.

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 19, 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 be used to conserve space.

6. If any of the companies included in this schedule are controlled by respondent, the percent of control shown in

| 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 ## |
|----------|-------------|-----------|------------------|---|-------------------------|
| | (a) | (b) | (c) | (d) | (e) |
| 1 | 721 | A-1 | VII | Chicago Union Station Company | (a) 25 |
| 2 | | | VII | D.R.I. & N.W. Railway Company | (a) 50 |
| 3 | | | VII | Des Moines Union Railway Company | (a) 50 |
| 4 | | | VII | Des Moines Union Railway Company | (b) 50 |
| 5 | | | VII | Indiana Harbor Belt Railway Company | (a) 49 |
| 6 | | | VII | Kansas City Terminal Railway Company | (c) 8-1/3 |
| 7 | | | VII | The Minnesota Transfer Railway Company | (a) 11-1/9 |
| 8 | | | VII | The Milwaukee Motor Transportation Company | (a) 100 |
| 9 | | | VII | The Pullman Company | (a) 1.28+ |
| 10 | | | VII | Trailer Train Company | (a) 2.44 |
| 11 | | | VII | Longview Switching Company | 33-1/3 |
| 12 | | | | Total Class A-1 | |
| 13 | | | | | |
| 14 | | A-2 | VII | C.T.H. & S.E. Railway Company | 54.02 |
| 15 | | | | Total Class A-2 | |
| 16 | | | | | |
| 17 | | A-3 | I | Milwaukee Land Company | (a) 100 |
| 18 | | | | Total Class A-3 | |
| 19 | | | | Total Class A | |
| 20 | | | | | |
| 21 | | D-1 | VII | Trailer Train Company | (a) 2.44 |
| 22 | | | VII | Trailer Train Company | (a) 2.44 |
| 23 | | | | Total Class D-1 | |
| 24 | | | | | |
| 25 | | D-3 | I | Milwaukee Land Company - on demand | (a) 100 |
| 26 | | | | Total Class D-3 | |
| 27 | | | | Total Class D | |
| 28 | | | | | |
| 29 | | | | (a) Pledged under C.M.St.P. & P. RR Co. First Mortgage | |
| 30 | | | | (b) Deposited with Iowa-Des Moines National Bank, Des Moines, Iowa in | |
| 31 | | | | accordance with stock trust agreement dated June 14, 1948 and | |
| 32 | | | | pledged under C.M.St.P. & P. RR Co. First Mortgage | |
| 33 | | | | (c) Deposited with the First National Bank of Kansas City, Missouri | |
| 34 | | | | under stock trust agreement dated June 12, 1909 and pledged | |
| 35 | | | | under C.M.St.P. & P. RR Co. First Mortgage | |
| 36 | | | | * Indicates an amount of \$1,000 unpledged | |
| 37 | | | | ## For particulars of joint control see page 18. | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | | | | | |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

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 footnote.

12. 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) | (j) | (k) | (l) | |
| \$ 7 | \$ | \$ | \$ 7 | \$ | \$ | \$ | 1 |
| 1,750 | | | 1,750 | | | | 2 |
| 100 | | | 100 | | | | 3 |
| 26 | | | 26 | | | | 4 |
| 3,985 | | | 3,985 | | | | 5 |
| 183 | | | 183 | | | | 6 |
| 91 | | | 91 | | | | 7 |
| * 50 | | - | * 50 | | | | 8 |
| 22 | | 22 | | | | | 9 |
| 99 | | | 99 | | | | 10 |
| * 1 | | | * 1 | | | | 11 |
| 6,314 | | 22 | 6,292 | | | | 12 |
| | | | | | | | 13 |
| | | | | | | | 14 |
| | | | | | | | 15 |
| | | | | | | | 16 |
| * 500 | | | * 500 | | | | 17 |
| 500 | | | 500 | | | | 18 |
| 6,814 | | 22 | 6,792 | | | | 19 |
| | | | | | | | 20 |
| 231 | | | 231 | | | 15 | 21 |
| 231 | | | 231 | | | 17 | 22 |
| 462 | | | 462 | | | 32 | 23 |
| | | | | | | | 24 |
| 1,700 | | | 1,700 | | | 102 | 25 |
| 1,700 | | | 1,700 | | | 102 | 26 |
| 2,162 | | | 2,162 | | | 134 | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | | | | | | | 30 |
| | | | | | | | 31 |
| | | | | | | | 32 |
| | | | | | | | 33 |
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| | | | | | | | 39 |
| | | | | | | | 40 |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

| Line No. | Account No. (a) | Class No. (b) | Kind of Industry (c) | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d) | Extent of control (e) |
|----------|--------------------|------------------|-------------------------|--|--------------------------|
| 1 | 721 | E-1 | VII | Chicago Union Station Company | 25 |
| 2 | | | VII | DRI&NW Railway Company | 50 |
| 3 | | | VII | Des Moines Union Railway Company | 50 |
| 4 | | | VII | Kansas City Terminal Railway Company | 8-1/3 |
| 5 | | | VII | The Minnesota Transfer Railway Company | 11-1/9 |
| 6 | | | VII | Milwaukee-Kansas City Southern Joint Agency | |
| 7 | | | VII | Traffic Executive Association-Eastern Railroads | |
| 8 | | | VII | Western Railroad Association | |
| 9 | | | VII | Longview Switching Company | 33-1/3 |
| 10 | | | | Total Class E-1 | |
| 11 | | | | Total Class E | |
| 12 | | | | Grand Total 721 | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
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| 36 | | | | | |
| 37 | | | | | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | | | | | |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded

| Investments and advances | | | | Disposed of; Profit (loss) | Adjustments Account 721.5 | Dividends or interest credited to income | Line No. |
|---------------------------|------------------|--|---------------------------|----------------------------------|---------------------------------|---|-------------|
| Opening balance (f) | Additions (g) | Deductions (if other than sale explain) (h) | Closing balance (i) | | | | |
| \$ 10,469 | \$ 388 | \$ | \$ 10,857 | \$ | \$ | \$ | 1 |
| 1,742 | 246 | | 1,988 | | | | 2 |
| 1,853 | 7 | | 1,860 | | | | 3 |
| 2,200 | | | 2,200 | | | | 4 |
| 121 | | 60 | 61 | | | 4 | 5 |
| 350 | | | 350 | | | | 6 |
| 1 | | | 1 | | | | 7 |
| 97 | | | 97 | | | | 8 |
| 10 | | 10 | | | | | 9 |
| 16,843 | 641 | 70 | 17,414 | | | 4 | 10 |
| 16,843 | 641 | 70 | 17,414 | | | 4 | 11 |
| 25,819 | 641 | 92 | 26,368 | | | 138 | 12 |
| | | | | | | | 13 |
| | | | | | | | 14 |
| | | | | | | | 15 |
| | | | | | | | 16 |
| | | | | | | | 17 |
| | | | | | | | 18 |
| | | | | | | | 19 |
| | | | | | | | 20 |
| | | | | | | | 21 |
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| | | | | | | | 37 |
| | | | | | | | 38 |
| | | | | | | | 39 |
| | | | | | | | 40 |

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
Undistributed Earnings From Certain Investments in Affiliated Companies

24

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.

(DOLLARS IN THOUSANDS)

| Line No. | Name of issuing company and description of security held. | Balance at beginning of year | Adjustment for investments equity method | Equity in undistributed earnings (losses) during year | Amortization during year | Adjustment for investments disposed of or written down during year | Balance at Close of year |
|----------|---|------------------------------|--|---|--------------------------|--|--------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) |
| 1 | Carriers: (List specifics for each company) | \$ | \$ | \$ | \$ | \$ | \$ |
| 2 | The Milwaukee Motor Transportation Company | | | | | | |
| 3 | (500 shares of \$100 par value common | | | | | | |
| 4 | capital stock) | 17,459 | | (192) | | | 17,267 |
| 5 | | | | | | | |
| 6 | Indiana Harbor Belt Railroad Company | | | | | | |
| 7 | (37,240 shares of \$100 par value common | | | | | | |
| 8 | capital stock) | 1,822 | | (84) | | | 1,738 |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | Noncarrier (List specifics for each company) | | | | | | |
| 15 | Milwaukee Land Company | | | | | | |
| 16 | (5000 shares of \$100 par value common | | | | | | |
| 17 | capital stock) | 253,773 | | 10,060 | | | 263,833 |
| 18 | | | | | | | |
| 19 | | | | | | | |
| 20 | | | | | | | |
| 21 | | | | | | | |
| 22 | | | | | | | |
| 23 | | | | | | | |
| 24 | | | | | | | |
| 25 | | | | | | | |
| 26 | | | | | | | |
| 27 | | | | | | | |

Road Initials: MLW

Year 1982

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 corresponding portion of Schedule 330A may be omitted. 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 columns (c) and (e), should be included all entries covering expenditures for additions and betterments, as defined, whether replacing other property or not.

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 32 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 \$2000 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.

11. Dollars in thousands.

NOTES AND REMARKS

Schedule 330, Line 32 amounts to be adjusted to the appropriate property accounts in subsequent years.

330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

| Line No. | (Dollars in thousands) Account (a) | Balance at beginning of year (b) | Expenditures during the year for original road and equipment, and road extensions (c) | Expenditures during the year for purchase of existing lines, reorganizations, etc. (d) |
|----------|--|--|---|--|
| 1 | (1) Engineering | \$ 7,267 | \$ | \$ 3 |
| 2 | (2) Land for transportation purposes | 12,302 | | 496 |
| 3 | (3) Grading | 51,746 | | 3,678 |
| 4 | (4) Other right-of-way expenditures | 124 | | 24 |
| 5 | (5) Tunnels and subways | 362 | | |
| 6 | (6) Bridges, trestles, and culverts | 39,185 | | 2,649 |
| 7 | (7) Elevated structures | | | |
| 8 | (8) Ties | 15,973 | | 1,456 |
| 9 | (9) Rails | 32,390 | | 2,302 |
| 10 | (10) Other track material | 26,878 | | 1,803 |
| 11 | (11) Ballast | 20,537 | | 1,086 |
| 12 | (12) Track laying and surfacing | 17,401 | | 1,494 |
| 13 | (13) Fences, snowsheds, and signs | 2,082 | | 107 |
| 14 | (16) Station and office buildings | 18,065 | | 416 |
| 15 | (17) Roadway buildings | 1,223 | | 14 |
| 16 | (18) Water stations | 287 | | 7 |
| 17 | (19) Fuel stations | 695 | | 9 |
| 18 | (20) Shops and enginehouses | 22,160 | | 15 |
| 19 | (22) Storage warehouses | 14 | | |
| 20 | (23) Wharves and docks | 1,385 | | |
| 21 | (24) Coal and ore wharves | | | |
| 22 | (25) TOFC/COFC terminals | 1,544 | | 2 |
| 23 | (26) Communication systems | 7,342 | | 113 |
| 24 | (27) Signals and interlockers | 20,610 | | 916 |
| 25 | (29) Power plants | 319 | | |
| 26 | (31) Power-transmission systems | 2,289 | | |
| 27 | (35) Miscellaneous structures | 303 | | |
| 28 | (37) Roadway machines | 17,096 | | |
| 29 | (39) Public improvements—Construction | 13,406 | | 430 |
| 30 | (44) Shop machinery | 9,626 | | 2 |
| 31 | (45) Power-plant machinery | 1,421 | | |
| 32 | Other (specify and explain) | 822 | | |
| 33 | Total expenditures for road | 344,854 | | 17,022 |
| 34 | (52) Locomotives | 84,435 | | |
| 35 | (53) Freight-train cars | 190,383 | | |
| 36 | (54) Passenger-train cars | 7,203 | | |
| 37 | (55) Highway revenue equipment | | | |
| 38 | (56) Floating equipment | 180 | | |
| 39 | (57) Work equipment | 6,522 | | |
| 40 | (58) Miscellaneous equipment | 5,949 | | |
| 41 | Total expenditures for equipment | 294,672 | | |
| 42 | (76) Interest during construction | | | |
| 43 | (77) Other expenditures—General | | | |
| 44 | Total general expenditures | | | |
| 45 | Total | 639,526 | | 17,022 |
| 46 | (80) Other elements of investment | (28,122) | | |
| 47 | (90) Construction in progress | | | |
| 48 | Grand Total | 611,404 | | 17,022 |

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330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

| Expenditures for additions and betterments during the year | Credits for property retired during the year | Net changes during the year | Balance at close of year | Line No. |
|--|--|-----------------------------|--------------------------|----------|
| (e) | (f) | (g) | (h) | |
| \$ 154 | \$ 800 | \$ (643) | \$ 6,624 | 1 |
| 9 | 778 | (273) | 12,029 | 2 |
| 277 | 8,141 | (4,186) | 47,560 | 3 |
| | 10 | 14 | 138 | 4 |
| | | | 362 | 5 |
| 652 | 5,857 | (2,556) | 36,629 | 6 |
| | | | | 7 |
| 664 | 2,645 | (525) | 15,448 | 8 |
| 186 | 5,342 | (2,854) | 29,536 | 9 |
| 1,490 | 4,039 | (746) | 26,132 | 10 |
| 2,736 | 2,161 | 1,661 | 22,198 | 11 |
| 1,471 | 2,206 | 759 | 18,160 | 12 |
| 4 | 447 | (336) | 1,746 | 13 |
| 245 | 437 | 224 | 18,289 | 14 |
| 72 | 45 | 41 | 1,264 | 15 |
| | 32 | (25) | 262 | 16 |
| 232 | 85 | 156 | 851 | 17 |
| 513 | 525 | 3 | 22,163 | 18 |
| | 26 | (26) | (12) | 19 |
| | | | 1,385 | 20 |
| | | | | 21 |
| 43 | 5 | 40 | 1,584 | 22 |
| 439 | 607 | (55) | 7,287 | 23 |
| 672 | 2,053 | (465) | 20,145 | 24 |
| | 5 | (5) | 314 | 25 |
| 3 | 102 | (99) | 2,190 | 26 |
| | 37 | (37) | 266 | 27 |
| 539 | 699 | (160) | 16,936 | 28 |
| 349 | 948 | (169) | 13,237 | 29 |
| 141 | 1,017 | (874) | 8,752 | 30 |
| 21 | 302 | (281) | 1,140 | 31 |
| (855) | 71 | (926) | (104) | 32 |
| 10,057 | 39,422 | (12,343) | 332,511 | 33 |
| 53 | 30,784 | (30,731) | 53,704 | 34 |
| 2,136 | 28,210 | (26,074) | 164,309 | 35 |
| | 7,203 | (7,203) | | 36 |
| | | | | 37 |
| | 180 | (180) | | 38 |
| 851 | 521 | 330 | 6,852 | 39 |
| 156 | 355 | (199) | 5,750 | 40 |
| 3,196 | 67,253 | (64,057) | 230,615 | 41 |
| | | | | 42 |
| | | | | 43 |
| 13,253 | 106,675 | (76,400) | 563,126 | 44 |
| | (1,684) | 1,684 | (26,438) | 45 |
| | | | | 46 |
| 13,253 | 104,991 | (74,716) | 536,688 | 47 |
| | | | | 48 |

330A. IMPROVEMENTS ON LEASED PROPERTY (See Instruction)

| Line No. | Account (Dollars in thousands) | Balance at beginning of year | Expenditures during the year for original road and equipment, and road extensions | Expenditures during the year for purchase of existing lines, reorganizations, etc. |
|----------|---|------------------------------|---|--|
| | (a) | (b) | (c) | (d) |
| 1 | (1) Engineering _____ | \$ 2 | \$ | \$ |
| 2 | (2) Land for transportation purposes _____ | | | |
| 3 | (3) Grading _____ | | | |
| 4 | (4) Other right-of-way expenditures _____ | | | |
| 5 | (5) Tunnels and subways _____ | | | |
| 6 | (6) Bridges, trestles, and culverts _____ | | | |
| 7 | (7) Elevated structures _____ | | | |
| 8 | (8) Ties _____ | 3 | | |
| 9 | (9) Rails _____ | 3 | | |
| 10 | (10) Other track material _____ | 7 | | |
| 11 | (11) Ballast _____ | | | |
| 12 | (12) Track laying and surfacing _____ | 6 | | |
| 13 | (13) Fences, snowsheds, and signs _____ | | | |
| 14 | (16) Station and office buildings _____ | 64 | | |
| 15 | (17) Roadway buildings _____ | | | |
| 16 | (18) Water stations _____ | | | |
| 17 | (19) Fuel stations _____ | | | |
| 18 | (20) Shops and enginehouses _____ | | | |
| 19 | (22) Storage warehouses _____ | | | |
| 20 | (23) Wharves and docks _____ | | | |
| 21 | (24) Coal and ore wharves _____ | | | |
| 22 | (25) TOFC/COFC terminals _____ | | | |
| 23 | (26) Communication systems _____ | 37 | | |
| 24 | (27) Signals and interlockers _____ | 4 | | |
| 25 | (29) Power plants _____ | | | |
| 26 | (31) Power-transmission systems _____ | | | |
| 27 | (35) Miscellaneous structures _____ | | | |
| 28 | (37) Roadway machines _____ | 8 | | |
| 29 | (39) Public improvements—Construction _____ | 1 | | |
| 30 | (44) Shop machinery _____ | 2 | | |
| 31 | (45) Power-plant machinery _____ | | | |
| 32 | Other (specify and explain) _____ | | | |
| 33 | Total expenditures for road _____ | 137 | | |
| 34 | (52) Locomotives _____ | 390 | | |
| 35 | (53) Freight-train cars _____ | 6,995 | | |
| 36 | (54) Passenger-train cars _____ | | | |
| 37 | (55) Highway revenue equipment _____ | | | |
| 38 | (56) Floating equipment _____ | | | |
| 39 | (57) Work equipment _____ | 2 | | |
| 40 | (58) Miscellaneous equipment _____ | 12 | | |
| 41 | Total expenditures for equipment _____ | 7,399 | | |
| 42 | (76) Interest during construction _____ | | | |
| 43 | (77) Other expenditures—General _____ | | | |
| 44 | Total general expenditures _____ | | | |
| 45 | Total _____ | 7,536 | | |
| 46 | (80) Other elements of investment _____ | | | |
| 47 | (90) Construction work in progress _____ | | | |
| 48 | Grand Total _____ | 7,536 | | |

330A. IMPROVEMENTS ON LEASED PROPERTY—Continued

| Expenditures for additions and betterments during the year | Credits for property retired during the year | Net changes during the year | Balance at close of year | Line No. |
|--|--|-----------------------------|--------------------------|----------|
| (e) | (f) | (g) | (h) | |
| \$ | \$ 1 | \$ (1) | \$ 1 | 1 |
| | | | | 2 |
| | | | | 3 |
| | | | | 4 |
| 7 | | 7 | 7 | 5 |
| | | | | 6 |
| | | | 3 | 7 |
| | | | 3 | 8 |
| | | | 7 | 9 |
| | | | | 10 |
| | (1) | 1 | 7 | 11 |
| | | | | 12 |
| | | | 64 | 13 |
| | | | | 14 |
| | | | | 15 |
| | | | | 16 |
| | | | | 17 |
| | | | | 18 |
| | | | | 19 |
| | | | | 20 |
| | | | | 21 |
| (28) | | (28) | 9 | 22 |
| | | | 4 | 23 |
| | | | | 24 |
| | | | | 25 |
| | | | | 26 |
| (4) | 1 | (5) | 3 | 27 |
| | 1 | (1) | | 28 |
| | | | 2 | 29 |
| | | | | 30 |
| | | | | 31 |
| (25) | 2 | (27) | 110 | 32 |
| 147 | 38 | 109 | 499 | 33 |
| 231 | 103 | 128 | 7,123 | 34 |
| | | | | 35 |
| | | | | 36 |
| | | | | 37 |
| (1) | | (1) | 1 | 38 |
| (8) | | (8) | 4 | 39 |
| 369 | 141 | 228 | 7,627 | 40 |
| | | | | 41 |
| | | | | 42 |
| | | | | 43 |
| 344 | 143 | 201 | 7,737 | 44 |
| | | | | 45 |
| | | | | 46 |
| 344 | 143 | 201 | 7,737 | 47 |
| | | | | 48 |

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

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January and in columns (c) and (f) show the depreciation base used to compute the depreciation charges 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 28 and 36 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 therefrom are included in the rent for equipment accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g), data applicable to property, used but not owned, when the rent therefor is not 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 the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

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

6. 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. | (Dollars in thousands) Account (a) | OWNED AND USED | | | LEASED FROM OTHERS | | |
|----------|--|-----------------------------|-------------------------|--|-----------------------------|-------------------------|--|
| | | Depreciation Base | | Annual composite rate (percent) (d) | Depreciation base | | Annual composite rate (percent) (g) |
| | | At beginning of year (b) | At close of year (c) | | At beginning of year (e) | At close of year (f) | |
| | ROAD | \$ | \$ | % | \$ | \$ | % |
| 1 | (1) Engineering | 7,267 | 7,270 | 0.92 | | | |
| 2 | (3) Grading | 51,746 | 45,188 | 0.10 | | | |
| 3 | (4) Other right-of-way expenditures | 124 | 114 | 1.37 | | | |
| 4 | (5) Tunnels and subways | 362 | 362 | 0.45 | | | |
| 5 | (6) Bridges, trestles, and culverts | 39,185 | 38,601 | 1.42 | | | |
| 6 | (7) Elevated structures | | | | | | |
| 7 | (13) Fences, snowsheds, and signs | 2,082 | 1,801 | 2.00 | | | |
| 8 | (16) Station and office buildings | 18,065 | 17,943 | 2.42 | | | |
| 9 | (17) Roadway buildings | 1,223 | 1,250 | 2.02 | | | |
| 10 | (18) Water stations | 287 | 255 | 3.33 | | | |
| 11 | (19) Fuel stations | 695 | 794 | 2.97 | | | |
| 12 | (20) Shops and enginehouses | 22,160 | 21,881 | 1.90 | | | |
| 13 | (22) Storage warehouses | 14 | (12) | 2.00 | | | |
| 14 | (23) Wharves and docks | 1,385 | 1,385 | 2.20 | | | |
| 15 | (24) Coal and ore wharves | | | | | | |
| 16 | (25) TOFC/COFC terminals | 1,544 | 1,582 | 3.96 | | | |
| 17 | (26) Communications systems | 7,342 | 7,203 | 2.35 | | | |
| 18 | (27) Signals and interlockers | 20,610 | 19,858 | 1.94 | | | |
| 19 | (29) Power plants | 319 | 314 | 1.30 | | | |
| 20 | (31) Power transmission systems | 2,289 | 2,266 | 1.98 | | | |
| 21 | (35) Miscellaneous structures | 303 | 266 | 1.67 | | | |
| 22 | (37) Roadway machines | 17,096 | 16,849 | 3.86 | | | |
| 23 | (39) Public improvements—Construction | 13,406 | 12,665 | 1.82 | | | |
| 24 | (44) Shop machinery | 9,626 | 9,750 | 3.31 | | | |
| 25 | (45) Power plant machinery | 1,421 | 1,140 | 1.42 | | | |
| 26 | All other road accounts | | | | | | |
| 27 | Amortization (other than defense projects) | | | | | | |
| 28 | Total road | 218,551 | 208,725 | 1.68 | | | |
| | EQUIPMENT | | | | | | |
| 29 | (52) Locomotives | 84,435 | 82,134 | 0.58 | | | |
| 30 | (53) Freight-train cars | 190,383 | 176,324 | 0.47 | | | |
| 31 | (54) Passenger-train cars | 7,203 | | | | | |
| 32 | (55) Highway revenue equipment | | | | | | |
| 33 | (56) Floating equipment | 180 | | | | | |
| 34 | (57) Work equipment | 6,522 | 6,906 | 0.28 | | | |
| 35 | (58) Miscellaneous equipment | 5,949 | 5,850 | 0.78 | | | |
| 36 | Total equipment | 294,672 | 271,214 | 0.49 | | | |
| 37 | GRAND TOTAL | 513,223 | 479,939 | | | | |

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT - OWNED AND USED

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 342 for the accumulated depreciation relating to road and equipment owned but not used by respondent.)

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 27 and 36.

6. Dollars in thousands.

| Line No. | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) |
|----------|---------------------------------------|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|
| | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | |
| | ROAD | | | * | | * | |
| 1 | (1) Engineering | 4,442 | 65 | | 492 | | 4,015 |
| 2 | (3) Grading | 4,952 | 47 | | 909 | | 4,090 |
| 3 | (4) Other, right-of-way | 37 | 2 | | (21) | | 60 |
| 4 | (5) Tunnels and subways | 362 | | | | | 362 |
| 5 | (6) Bridges, trestles, and culverts | 23,634 | 526 | | 4,056 | | 20,104 |
| 6 | (7) Elevated structures | | | | | | |
| 7 | (13) Fences, snow sheds, and signs | 2,075 | 26 | | 563 | | 1,538 |
| 8 | (16) Station and office buildings | 11,625 | 311 | 121 | 283 | | 11,774 |
| 9 | (17) Roadway buildings | 1,086 | 24 | | 80 | | 1,030 |
| 10 | (18) Water stations | 224 | 8 | | 38 | | 194 |
| 11 | (19) Fuel stations | 545 | 20 | | 81 | | 484 |
| 12 | (20) Shops and enginehouses | 9,859 | 417 | | 242 | | 10,034 |
| 13 | (22) Storage warehouses | 10 | | | (29) | | 39 |
| 14 | (23) Wharves and docks | 1,270 | 30 | | (1) | | 1,301 |
| 15 | (24) Coal and ore wharves | | | | | | |
| 16 | (25) TOFC/COFC terminals | 471 | 61 | | 1 | | 531 |
| 17 | (26) Communication systems | 6,501 | 168 | | 473 | | 6,196 |
| 18 | (27) Signals and interlockers | 12,955 | 384 | | 1,092 | | 12,247 |
| 19 | (29) Power plants | 347 | 5 | | (22) | | 374 |
| 20 | (31) Power-transmission systems | 10,720 | (7) | | (268) | | 10,981 |
| 21 | (35) Miscellaneous structures | 171 | 4 | | 24 | | 151 |
| 22 | (37) Roadway machines | 12,732 | 642 | 10 | 485 | 46 | 12,853 |
| 23 | (39) Public improvements—Construction | 8,313 | 235 | | 628 | | 7,920 |
| 24 | (44) Shop machinery* | 3,848 | 300 | | 426 | | 3,722 |
| 25 | (45) Power-plant machinery* | 1,878 | (3) | | 454 | | 1,421 |
| 26 | All other road accounts | 294 | | | 3 | | 291 |
| 27 | Amortization (Adjustment) | | | | | | |
| 28 | Total road | 118,351 | 3,265 | 131 | 9,989 | 46 | 111,712 |
| | EQUIPMENT | | | | | | |
| 29 | (52) Locomotives | 67,319 | (7) | 2,349 | 30,063 | 173 | 39,425 |
| 30 | (53) Freight-train cars | 68,784 | 2,496 | 7,676 | 10,347 | 1,157 | 67,452 |
| 31 | (54) Passenger-train cars | 4,844 | 185 | | 5,012 | | 17 |
| 32 | (55) Highway revenue equipment | | | | | | |
| 33 | (56) Floating equipment | 183 | | | 183 | | |
| 34 | (57) Work equipment | 5,236 | 229 | | 130 | | 5,335 |
| 35 | (58) Miscellaneous equipment | 2,842 | 551 | | 331 | | 3,062 |
| 36 | Amortization Adjustments | | | | | | |
| 37 | Total Equipment | 149,208 | 3,454 | 10,025 | 46,066 | 1,330 | 115,291 |
| 38 | GRAND TOTAL | 267,559 | 6,719 | 10,156 | 56,055 | 1,376 | 227,003 |

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

*Capital Leases

339. ACCRUED LIABILITY - LEASED PROPERTY

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.
6. Dollars in thousands.

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

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

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 28 and 36 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. 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 the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

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

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

| Line No. | (Dollars in thousands) Account (a) | Depreciation base | | Annual composite rate (percent) (d) |
|----------|--|-----------------------------|-------------------------|---|
| | | At beginning of year (b) | At close of year (c) | |
| | ROAD | \$ | \$ | % |
| 1 | (1) Engineering _____ | 2 | 1 | 2.00 |
| 2 | (3) Grading _____ | | | |
| 3 | (4) Other right-of-way expenditures _____ | | | |
| 4 | (5) Tunnels and subways _____ | | | |
| 5 | (6) Bridges, trestles and culverts _____ | | 25 | 1.90 |
| 6 | (7) Elevated structures _____ | | | |
| 7 | (13) Fences, snowsheds, and signs _____ | | | |
| 8 | (16) Station and office buildings _____ | 64 | 64 | 2.40 |
| 9 | (17) Roadway buildings _____ | | | |
| 10 | (18) Water stations _____ | | 1 | 2.90 |
| 11 | (19) Fuel stations _____ | | | |
| 12 | (20) Shops and enginehouses _____ | | | |
| 13 | (22) Storage warehouses _____ | | | |
| 14 | (23) Wharves and docks _____ | | | |
| 15 | (24) Coal and ore wharves _____ | | | |
| 16 | (25) TOFC/COFC terminals _____ | | | |
| 17 | (26) Communications systems _____ | 37 | 9 | 2.85 |
| 18 | (27) Signals and interlockers _____ | 4 | 4 | 2.90 |
| 19 | (29) Power plants _____ | | | |
| 20 | (31) Power transmission systems _____ | | | |
| 21 | (35) Miscellaneous structures _____ | | | |
| 22 | (37) Roadway machines _____ | 8 | 7 | 5.75 |
| 23 | (39) Public improvements-Construction _____ | 1 | | 5.00 |
| 24 | (44) Shop machinery _____ | 2 | 2 | 1.95 |
| 25 | (45) Power plant machinery _____ | | | |
| 26 | All other road accounts _____ | | | |
| 27 | Amortization (other than defense projects) _____ | | | |
| 28 | Total road _____ | 118 | 113 | 2.53 |
| | EQUIPMENT | | | |
| 29 | (52) Locomotives _____ | 390 | 467 | 3.52 |
| 30 | (53) Freight-train cars _____ | 6,995 | 7,117 | 7.21 |
| 31 | (54) Passenger-train cars _____ | | | |
| 32 | (55) Highway revenue equipment _____ | | | |
| 33 | (56) Floating equipment _____ | | | |
| 34 | (57) Work equipment _____ | 2 | 2 | 0.28 |
| 35 | (58) Miscellaneous equipment _____ | 12 | 4 | 0.78 |
| 36 | Total equipment _____ | 7,399 | 7,590 | 6.98 |
| 37 | GRAND TOTAL | 7,517 | 7,703 | |

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

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. 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.

6. Dollars in thousands.

| Line No. | Account | Balance at beginning of year | CREDITS TO RESERVE During the Year | | DEBITS TO RESERVE During the Year | | Balance at close of year |
|----------|---------------------------------------|------------------------------|------------------------------------|---------------|-----------------------------------|--------------|--------------------------|
| | | | Charges to others | Other credits | Retirements | Other debits | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) |
| | ROAD | \$ | \$ | \$ | \$ | \$ | \$ |
| 1 | (1) Engineering | 4 | | | 1 | | 3 |
| 2 | (3) Grading | 1 | | | | | 1 |
| 3 | (4) Other right-of-way expen. | | | | | | |
| 4 | (5) Tunnels and subways | | | | | | |
| 5 | (6) Bridges, trestles, and culverts | | | | | | |
| 6 | (7) Elevated structures | | | | | | |
| 7 | (13) Fences, snow sheds, and signs | | | | | | |
| 8 | (16) Station and office buildings | 42 | 2 | | | | 44 |
| 9 | (17) Roadway buildings | | | | | | |
| 10 | (18) Water stations | (3) | | | | | (3) |
| 11 | (19) Fuel stations | | | | | | |
| 12 | (20) Shops and enginehouses | | | | | | |
| 13 | (22) Storage warehouses | | | | | | |
| 14 | (23) Wharves and docks | | | | | | |
| 15 | (24) Coal and ore wharves | | | | | | |
| 16 | (25) TOFC/COFC terminals | | | | | | |
| 17 | (26) Communication systems | 15 | | | | | 15 |
| 18 | (27) Signals and interlockers | 3 | | | | | 3 |
| 19 | (29) Power plants | | | | | | |
| 20 | (31) Power-transmission systems | | | | | | |
| 21 | (35) Miscellaneous structures | | | | | | |
| 22 | (37) Roadway machines | | 1 | | | | 1 |
| 23 | (39) Public improvements-Construction | 1 | | | | | 1 |
| 24 | (44) Shop machinery | | | | | | |
| 25 | (45) Power-plant machinery | | | | | | |
| 26 | All other road accounts | | | | | | |
| 27 | Total road | 63 | 3 | | 1 | | 65 |
| | EQUIPMENT | | | | | | |
| 28 | (52) Locomotives | 59 | 22 | | 40 | | 41 |
| 29 | (53) Freight-train cars | 3,673 | 963 | | (405) | | 5,041 |
| 30 | (54) Passenger-train cars | | | | | | |
| 31 | (55) Highway revenue equipment | | | | | | |
| 32 | (56) Floating equipment | | | | | | |
| 33 | (57) Work equipment | | | | | | |
| 34 | (58) Miscellaneous equipment | 6 | 1 | | (1) | | 8 |
| 35 | Total equipment | 3,738 | 986 | | (366) | | 5,090 |
| 36 | GRAND TOTAL | 3,801 | 989 | | (365) | | 5,155 |

Road Initials: MILW

Year 19 82

35

NOTES AND REMARKS FOR SCH 342 PAGE 34

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

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in 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 27 and 35 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 the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

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

6. 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.

| Line No. | (Dollars in thousands) Account (a) Less than 5% | DEPRECIATION BASE | | Annual composite rate (percent) (d) |
|----------|---|--------------------------|----------------------|--|
| | | Beginning of year (b) | Close of year (c) | |
| | ROAD | \$ | \$ | \$ |
| 1 | (1) Engineering | | | |
| 2 | (3) Grading | | | |
| 3 | (4) Other right-of-way expenditures | | | |
| 4 | (5) Tunnels and subways | | | |
| 5 | (6) Bridges, trestles, and culverts | | | |
| 6 | (7) Elevated structures | | | |
| 7 | (13) Fences, snowsheds, and signs | | | |
| 8 | (16) Station and office buildings | | | |
| 9 | (17) Roadway buildings | | | |
| 10 | (18) Water stations | | | |
| 11 | (19) Fuel stations | | | |
| 12 | (20) Shops and enginehouses | | | |
| 13 | (22) Storage warehouses | | | |
| 14 | (23) Wharves and docks | | | |
| 15 | (24) Coal and ore wharves | | | |
| 16 | (25) TOFC/COFC terminals | | | |
| 17 | (26) Communication systems | | | |
| 18 | (27) Signals and interlockers | | | |
| 19 | (29) Power plants | | | |
| 20 | (31) Power transmission systems | | | |
| 21 | (35) Miscellaneous structures | | | |
| 22 | (37) Roadway machines | | | |
| 23 | (39) Public improvements—Construction | | | |
| 24 | (44) Shop machinery | | | |
| 25 | (45) Power-plant machinery | | | |
| 26 | All other road accounts | | | |
| 27 | Total road | | | |
| | EQUIPMENT | | | |
| 28 | (52) Locomotives | | | |
| 29 | (53) Freight-train cars | | | |
| 30 | (54) Passenger-train cars | | | |
| 31 | (55) Highway revenue equipment | | | |
| 32 | (56) Floating equipment | | | |
| 33 | (57) Work equipment | | | |
| 34 | (58) Miscellaneous equipment | | | |
| 35 | Total equipment | | | |
| 36 | GRAND TOTAL | | | X X X X |

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in 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 350 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. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively.

5. Dollars in thousands.

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

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

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, tracks, 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; (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 or 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 columns (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company. 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, and switching and terminal companies should report the miles of all tracks owned.

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 33, on the asset side of the comparative general balance sheet of each individual railway should be explained in a footnote. Book value included in accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in accounts 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.

7. Dollars in thousands.

| Line No. | Class (See Ins. 2) | Name of company | Miles of road owned (See Ins. 4) | Investments in property (See Ins. 5) | Depreciation and amortization of defense projects (See Ins. 6) |
|----------|--------------------|----------------------------------|----------------------------------|--------------------------------------|--|
| | (a) | (b) | (c) | (d) | (e) |
| 1 | R | Chicago, Milwaukee, St. Paul and | 2,510 | \$ 544,425 | \$ 232,291 |
| 2 | | Pacific Railroad Company | | | |
| 3 | | | | | |
| 4 | | | | | |
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| 34 | | | | | |
| 35 | | | | | |
| 36 | | | | | |
| 37 | | | | | |
| 38 | | | | | |
| 39 | | TOTAL | 2510 | 544 425 | 232 291 |

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE (By Property Accounts)

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 49 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 32 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 35 methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 33 amounts not includible in the accounts shown, or in line 32. 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.

5. Dollars in thousands.

| Line No. | Account (a) | Respondent (b) | Lessor railroads (c) | Inactive (proprietary companies) (d) | Other leased properties (e) |
|----------|---|-------------------|-------------------------|---|--------------------------------|
| 1 | (1) Engineering _____ | \$ 6,625 | \$ | \$ | \$ |
| 2 | (2) Land for transportation purposes _____ | 12,029 | | | |
| 3 | (3) Grading _____ | 47,560 | | | |
| 4 | (4) Other right-of-way expenditures _____ | 138 | | | |
| 5 | (5) Tunnels and subways _____ | 362 | | | |
| 6 | (6) Bridges, trestles, and culverts _____ | 36,636 | | | |
| 7 | (7) Elevated structures _____ | | | | |
| 8 | (8) Ties _____ | 15,451 | | | |
| 9 | (9) Rails _____ | 29,539 | | | |
| 10 | (10) Other track material _____ | 26,139 | | | |
| 11 | (11) Ballast _____ | 22,198 | | | |
| 12 | (12) Track laying and surfacing _____ | 18,167 | | | |
| 13 | (13) Fences, snowsheds, and signs _____ | 1,746 | | | |
| 14 | (16) Station and office buildings _____ | 18,353 | | | |
| 15 | (17) Roadway buildings _____ | 1,264 | | | |
| 16 | (18) Water stations _____ | 262 | | | |
| 17 | (19) Fuel stations _____ | 851 | | | |
| 18 | (20) Shops and enginehouses _____ | 22,163 | | | |
| 19 | (22) Storage warehouses _____ | (12) | | | |
| 20 | (23) Wharves and docks _____ | 1,385 | | | |
| 21 | (24) Coal and ore wharves _____ | | | | |
| 22 | (25) TOFC/COFC terminals _____ | 1,584 | | | |
| 23 | (26) Communication systems _____ | 7,296 | | | |
| 24 | (27) Signals and interlockers _____ | 20,149 | | | |
| 25 | (29) Power plants _____ | 314 | | | |
| 26 | (31) Power-transmission systems _____ | 2,190 | | | |
| 27 | (35) Miscellaneous structures _____ | 266 | | | |
| 28 | (37) Roadway machines _____ | 16,939 | | | |
| 29 | (39) Public improvements—Construction _____ | 13,237 | | | |
| 30 | (44) Shop machinery _____ | 8,754 | | | |
| 31 | (45) Power-plant machinery _____ | 1,140 | | | |
| 32 | Leased property capitalized rentals (explain) _____ | | | | |
| 33 | Other (specify & explain) _____ | (104) | | | |
| 34 | Total expenditures for road _____ | 332,621 | | | |
| 35 | (52) Locomotives _____ | 54,203 | | | |
| 36 | (53) Freight-train cars _____ | 171,432 | | | |
| 37 | (54) Passenger-train cars _____ | | | | |
| 38 | (55) Highway revenue equipment _____ | | | | |
| 39 | (56) Floating equipment _____ | | | | |
| 40 | (57) Work equipment _____ | 6,853 | | | |
| 41 | (58) Miscellaneous equipment _____ | 5,754 | | | |
| 42 | Total expenditures for equipment _____ | 238,242 | | | |
| 43 | (76) Interest during construction _____ | | | | |
| 44 | (77) Other expenditures—General _____ | | | | |
| 45 | Total general expenditures _____ | | | | |
| 46 | Total _____ | 570,863 | | | |
| 47 | (80) Other elements of investment _____ | (26,438) | | | |
| 48 | (90) Construction work in progress _____ | | | | |
| 49 | Grand Total _____ | 544,425 | | | |

360. LEASES—GENERAL INSTRUCTIONS AND DEFINITIONS**A. General Instructions**

Disclose in the following schedules the required information concerning the respondents' leases.

Schedule 361 — Capitalized Capital Leases

363 — Operating Leases

364 — Lessee Disclosures

A general description of the lessee's leasing arrangements shall be included to effect full and complete disclosures. Among the items to be disclosed are:

- The basis on which contingent rental payments are determined.
- The existence and terms of renewal or purchase options and escalation clauses.
- Restrictions imposed by lease agreements, such as those concerning dividends, additional debt, and further leasing.

These and other disclosures shall be included in Schedule 364 and attachments thereto, if necessary.

B. Definitions

(1) **Capital Leases** are those leases which meet one or more of the following four criteria:

- The lease transfers ownership of the property to the lessee by the end of the lease term.
- The lease contains a bargain purchase option.
- The lease term is equal to 75 percent or more of the estimated economic life of the property, and
- The present value at the beginning of the lease term of the minimum lease payments equals or exceeds 90 percent of the fair value of the leased property to the lessor at the inception of the lease less any related investment tax credit retained by the lessor.

(2) **Operating leases** are those leases which do not meet any of the four criteria pertaining to capital leases.

(3) **Minimum lease payments** are the payments that the lessee is obligated to make or can be required to make in connection with the leased property. Executory costs such as insurance, maintenance and taxes in connection with the leased property shall be excluded from minimum lease payments.

(4) **Present value minimum lease payments** are lease payments that the lessee is obligated to make or can be required to make, exclusive of executory cost. Moreover, these payments are reduced by amounts representing interest, calculated at the company's incremental borrowing rate or the implicit rate computed by the lessor.

(5) **Noncancelable lease/sublease** is one that has an initial or remaining term of one year or more and is noncancelable, or is cancelable only upon the occurrence of some remote contingency or upon the payment of a substantial penalty.

(6) **Contingent rentals**, for the purposes of this report, are rentals paid during the reporting year which depend on some factor other than the passage of time such as rentals based on usage or sales.

361. CAPITALIZED CAPITAL LEASES

PART I. PRESENT VALUE OF MINIMUM LEASE PAYMENTS

Disclose total lease payments for the years shown. Then, disclose amounts representing (1) executory costs and (2) interest to derive the present value of minimum lease payments. An

explanation indicating how the rate of interest was derived for computing present value shall be included in Schedule 364. (Dollars in thousands)

| Line No. | Item (a) | Current year (b) | Year 2 (c) | Year 3 (d) | Year 4 (e) | Year 5 (f) | Later Years (g) | Total (h) |
|----------|---|------------------|------------|------------|------------|------------|-----------------|-----------|
| 1 | Lease payments | \$ 21,685 | \$ 21,205 | \$ 20,528 | \$ 19,891 | \$ 19,158 | \$ 82,841 | \$185,308 |
| | Less: Executory costs: | | | | | | | |
| 2 | - Taxes | | | | | | | |
| 3 | - Maintenance | 1,168 | 1,189 | 1,189 | 1,189 | 1,189 | 2,150 | 8,074 |
| 4 | - Insurance | | | | | | | |
| 5 | - Other | (263) | (263) | (263) | (263) | (263) | | (1,315) |
| 6 | Total executory costs (2-5) | 905 | 926 | 926 | 926 | 926 | 2,150 | 6,759 |
| 7 | Minimum lease payments (1, 6) | 20,780 | 20,279 | 19,602 | 18,965 | 18,232 | 80,691 | 178,549 |
| 8 | Less: Amount representing interest | 12,365 | 11,193 | 9,914 | 8,668 | 7,342 | 27,942 | 77,424 |
| 9 | Present value of minimum lease payments (line 7, 8) | 8,415 | 9,086 | 9,688 | 10,297 | 10,890 | 52,749 | 101,125 |

PART II TOTAL RENTAL EXPENSES

Complete this part if gross rental expense in the most recent reporting year exceeds one percent of operating revenue. Otherwise, show total rental expenses reduced by rentals received from sub-

leases for the current year. Also, show amounts expected to be received on all noncancelable sublease rentals for the year beginning after the current year as required.

| Line No. | Item (a) | Current Year (b) |
|----------|---|------------------|
| 10 | Present value of minimum lease payments from Part I above | \$ N/A |
| 11 | Contingent rentals | |
| 12 | Minimum noncancelable sublease rentals | |
| 13 | Net rental expense | |

PART III. CLASSES OF CAPITAL LEASES

Complete this part only if the present values of the minimum lease commitments are more than five percent of the sum of the long-term debt due after one year. Otherwise, show the present values of minimum lease commitments in the aggregate for the major classes of proper-

ties presented. Subtract amounts representing the accumulated amortization to derive at "Net capitalized lease assets."

| Line No. | Classes of leased property (a) | Present value | |
|----------|----------------------------------|------------------|----------------|
| | | Current year (b) | Prior year (c) |
| 14 | Structures | \$ | \$ |
| 15 | Revenue equipment | | |
| 16 | Shop and garage equipment | 137,267 | 138,029 |
| 17 | Service cars and equipment | | |
| 18 | Noncarrier operating property | 80 | 124 |
| 19 | Other: (Specify) <u>Computer</u> | 664 | 664 |
| 20 | | | |
| 21 | Gross capitalized assets | 138,011 | 138,817 |
| 22 | Less: Accumulated amortization | 65,531 | 56,751 |
| 23 | Net capitalized lease assets | 72,480 | 82,066 |

363. OPERATING LEASES

PART I. FUTURE MINIMUM RENTAL PAYMENTS

1. Disclose the total minimum lease payments required, reduced by sublease rentals, for the years shown relating to operating leases.

| Line No. | Items (a) | Current year (b) | Year 2 (c) | Year 3 (d) | Year 4 (e) | Year 5 (f) | Later years (g) | Total (h) |
|----------|--|------------------|------------|------------|------------|------------|-----------------|-----------|
| 1 | Minimum lease payments required | \$ 10,858 | \$ 10,774 | \$ 9,577 | \$ 7,364 | \$ 6,513 | \$ 9,737 | \$ 54,823 |
| 2 | Minimum noncancelable sublease rentals | | | | | | | |
| 3 | Net minimum lease payments | 10,858 | 10,774 | 9,577 | 7,364 | 6,513 | 9,737 | 54,823 |

PART II. TOTAL RENTAL

1. Show the composition of total rental expense for all operating leases for the current and preceding years. See Schedule 360 for definitions of the terms.

| Line No. | Expenses (a) | Current year (b) | Prior year (c) |
|----------|---------------------------------|------------------|----------------|
| 4 | Minimum lease payments required | \$ 10,858 | \$ 11,458 |
| 5 | Contingent rentals | | |
| 6 | Less: Sublease rentals | | |
| 7 | Total rental expense | 10,858 | 11,458 |

Road Initials MILW

Year 19 82

364. LESSEE DISCLOSURES

Complete this schedule only if gross rental expense in the most recent fiscal year exceeds one percent of operating revenue.

Relate in general terms: (a) the basis for calculating rental payments if dependent upon factors other than the lapse of time; (b) existence and terms of renewal or purchase options, escalation clauses, etc.; (c) the nature and amount of related guarantees made or obligations assumed; (d) restrictions on paying dividends, incurring additional debt, further leasing, etc.; and, (e) any other information necessary to assess the effect of lease commitments upon the financial position, results of operations, and changes in financial position of the lessee.
(Dollars in thousands)

Line
No.

(a)

1 Rate of interest for computing present value of minimum lease payments is the
2 rate implicit in each lease as estimated by respondent.

3

4

5

6

7

8

(b)

9 With some exceptions, the leases do not include renewal options. Purchase
10 options exist to the extent that the respondent in many cases may purchase the
11 equipment at its fair market value at the termination of the lease.

12

13

14

15

16

(c)

17 Certain lease agreement include guaranty by the respondent of approximately
18 \$27,300,000 invested indirectly in the leased property by the loan participants.

19

20

21

22

23

24

(d)

25

26

27

28

29

30

31

32

(e)

33 Most leases are net leases requiring the lessee to pay related taxes, main-
34 tenance, insurance and certain other operating expenses applicable to the leased
35 property.

36

37

38

39

40

410. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and 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. | Name of railway operating expense account (a) | Freight | | | | | Passenger (g) | Total (h) |
|----------|--|---------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|
| | | 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 | 2,779 | 77 | 259 | 130 | 3,245 | 246 | 3,491 |
| 2 | Bridge and Building | 962 | 8 | 37 | 39 | 1,046 | 59 | 1,105 |
| 3 | Signal | 267 | 4 | 15 | 5 | 291 | 30 | 321 |
| 4 | Communication | 267 | 4 | 15 | 5 | 291 | 7 | 298 |
| 5 | Other | 156 | 2 | 10 | 5 | 173 | 5 | 178 |
| | REPAIR AND MAINTENANCE: | | | | | | | |
| 6 | Roadway - Running | 990 | (12) | 770 | 33 | 1,781 | 199 | 1,980 |
| 7 | Roadway - Switching | 70 | (2) | 70 | 4 | 142 | | 142 |
| 8 | Tunnels and Subways - Running | 2 | | 1 | | 3 | | 3 |
| 9 | Tunnels and Subways - Switching | | | | | | | |
| 10 | Bridges and Culverts - Running | 617 | 483 | 137 | 2 | 1,239 | 50 | 1,289 |
| 11 | Bridges and Culverts - Switching | 54 | 43 | 14 | | 111 | | 111 |
| 12 | Ties - Running | N/A | 2,552 | N/A | N/A | 2,552 | 72 | 2,624 |
| 13 | Ties - Switching | N/A | 346 | N/A | N/A | 346 | | 346 |
| 14 | Rail - Running | N/A | 523 | N/A | N/A | 523 | 44 | 567 |
| 15 | Rail - Switching | N/A | 230 | N/A | N/A | 230 | | 230 |
| 16 | Other Track Material - Running | N/A | 4,578 | N/A | N/A | 4,578 | 25 | 4,603 |
| 17 | Other Track Material - Switching | N/A | 333 | N/A | N/A | 333 | | 333 |
| 18 | Ballast - Running | N/A | 1,327 | N/A | N/A | 1,327 | 556 | 1,883 |
| 19 | Ballast - Switching | N/A | 124 | N/A | N/A | 124 | | 124 |
| 20 | Track laying and surfacing - Running | 11,342 | 258 | 1,742 | 23 | 13,365 | 1,526 | 14,891 |
| 21 | Track laying and surfacing - Switching | 1,136 | 20 | 169 | 2 | 1,327 | | 1,327 |
| 22 | Road Property Damaged - Running | 1,277 | 787 | 290 | 2 | 2,356 | 34 | 2,390 |
| 23 | Road Property Damaged - Switching | 137 | 85 | 31 | 1 | 254 | | 254 |
| 24 | Road Property Damaged - Other | 65 | 48 | 13 | 10 | 136 | 4 | 140 |
| 25 | Signals and Interlockers - Running | 1,352 | 460 | 130 | 33 | 1,975 | 34 | 2,009 |
| 26 | Signals and Interlockers - Switching | 157 | 76 | 16 | | 249 | | 249 |
| 27 | Communications Systems | 1,063 | 196 | 38 | 54 | 1,351 | 69 | 1,420 |
| 28 | Electric Power Systems | 51 | 49 | (562) | 2 | (460) | 26 | (434) |
| 29 | Highway Grade Crossings - Running | 1,146 | 592 | 370 | 6 | 2,114 | 177 | 2,291 |
| 30 | Highway Grade Crossings - Switching | | | | | | | |
| 31 | Station and Office Buildings | 465 | 260 | 345 | 7 | 1,077 | 173 | 1,250 |
| 32 | Shop Buildings - Locomotives | 569 | 287 | 136 | 4 | 996 | 236 | 1,232 |
| 33 | Shop Buildings - Freight Cars | 191 | 94 | 46 | 1 | 332 | N/A | 332 |
| 34 | Shop Buildings - Other Equipment | 76 | 38 | 19 | | 133 | | 133 |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|---|--------------------|---|--------------------|---------|-----------------------|-----------|---------|
| | | Salaries and wages | Materials, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | |
| | WAY AND STRUCTURES - Continued: | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | REPAIR AND MAINTENANCE - Continued: | | | | | | | |
| 101 | Locomotive Servicing Facilities | 39 | 84 | 25 | 1 | 149 | 10 | 159 |
| 102 | Miscellaneous Buildings and Structures | 110 | 72 | (43) | | 139 | 14 | 153 |
| 103 | Coal Terminals | | | | | | N/A | |
| 104 | Ore Terminals | | | | | | N/A | |
| 105 | Other Marine Terminals | 3 | | 7 | | 10 | N/A | 10 |
| 106 | TOFC/COFC - Terminals | 38 | 23 | 86 | | 147 | N/A | 147 |
| 107 | Motor Vehicle Loading and Distribution Facilities | | | | | | N/A | |
| 108 | Facilities for Other Specialized Service Operations | | | | | | N/A | |
| 109 | Roadway Machines | 1,293 | 1,913 | 195 | 55 | 3,456 | 72 | 3,528 |
| 110 | Small Tools and Supplies | (53) | 2,616 | 379 | 6 | 2,948 | 62 | 3,010 |
| 111 | Snow Removal | 1,311 | 70 | 334 | 10 | 1,725 | 149 | 1,874 |
| 112 | Fringe Benefits - Running | N/A | N/A | N/A | 5,927 | 5,927 | 200 | 6,127 |
| 113 | Fringe Benefits - Switching | N/A | N/A | N/A | 488 | 488 | | 488 |
| 114 | Fringe Benefits - Other | N/A | N/A | N/A | 4,400 | 4,400 | 268 | 4,668 |
| 115 | Casualties and Insurance - Running | N/A | N/A | N/A | 1,257 | 1,257 | 26 | 1,283 |
| 116 | Casualties and Insurance - Switching | N/A | N/A | N/A | | | | |
| 117 | Casualties and Insurance - Other | N/A | N/A | N/A | | | | |
| 118 | Lease Rentals - Debit - Running | N/A | N/A | | N/A | | 1 | 1 |
| 119 | Lease Rentals - Debit - Switching | N/A | N/A | | N/A | | | |
| 120 | Lease Rentals - Debit - Other | N/A | N/A | 177 | N/A | 177 | | 177 |
| 121 | Lease Rentals - [Credit] - Running | N/A | N/A | (339) | N/A | (339) | () | (339) |
| 122 | Lease Rentals - [Credit] - Switching | N/A | N/A | (42) | N/A | (42) | () | (42) |
| 123 | Lease Rentals - [Credit] - Other | N/A | N/A | () | N/A | () | () | () |
| 124 | Joint Facility Rent - Debit - Running | N/A | N/A | 3,457 | N/A | 3,457 | 40 | 3,497 |
| 125 | Joint Facility Rent - Debit - Switching | N/A | N/A | 520 | N/A | 520 | 150 | 670 |
| 126 | Joint Facility Rent - Debit - Other | N/A | N/A | 2,526 | N/A | 2,526 | 1,269 | 3,795 |
| 127 | Joint Facility Rent - [Credit] - Running | N/A | N/A | (785) | N/A | (785) | () | (785) |
| 128 | Joint Facility Rent - [Credit] - Switching | N/A | N/A | (15) | N/A | (15) | () | (15) |
| 129 | Joint Facility Rent - [Credit] - Other | N/A | N/A | () | N/A | () | () | () |
| 130 | Other Rents - Debit - Running | N/A | N/A | | N/A | | | |
| 131 | Other Rents - Debit - Switching | N/A | N/A | | N/A | | | |
| 132 | Other Rents - Debit - Other | N/A | N/A | | N/A | | | |
| 133 | Other Rents - [Credit] - Running | N/A | N/A | () | N/A | () | () | () |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|---|--------------------|--|--------------------|------------|-----------------------|-----------|------------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| | WAY AND STRUCTURES - Continued: | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | REPAIR AND MAINTENANCE - Continued: | | | | | | | |
| 134 | Other Rents - [Credit] - Switching | N/A | N/A | () | N/A | () | () | () |
| 135 | Other Rents - [Credit] - Other | N/A | N/A | () | N/A | () | () | () |
| 136 | Depreciation - Running | N/A | N/A | N/A | 1102 3,136 | 1102 3,136 | 6 | 1108 3,142 |
| 137 | Depreciation - Switching | N/A | N/A | N/A | 108 | 108 | | 108 |
| 138 | Depreciation - Other | N/A | N/A | N/A | 1923 (3) | 1923 (3) | | 1923 (3) |
| 139 | Joint Facility - Debit - Running | N/A | N/A | 5,989 | N/A | 5,989 | 1 | 5,994 |
| 140 | Joint Facility - Debit - Switching | N/A | N/A | 1,680 | N/A | 1,680 | 622 | 2,302 |
| 141 | Joint Facility - Debit - Other | N/A | N/A | 412 | N/A | 412 | 4 | 416 |
| 142 | Joint Facility - [Credit] - Running | N/A | N/A | (1,671) | N/A | (1,671) | () | (1,671) |
| 143 | Joint Facility - [Credit] - Switching | N/A | N/A | (119) | N/A | (119) | () | (119) |
| 144 | Joint Facility - [Credit] - Other | N/A | N/A | (12) | N/A | (12) | () | (12) |
| 145 | Dismantling Retired Road Property - Running | 178 | (12) | 1,070 | 1 | 1,237 | 7 | 1,244 |
| 146 | Dismantling Retired Road Property - Switching | | | | | | | |
| 147 | Dismantling Retired Road Property - Other | | | | | | | |
| 148 | Other - Running | 156 | 8 | 103 | (534) | (267) | 6 | (261) |
| 149 | Other - Switching | 14 | 1 | 8 | | 23 | 1 | 24 |
| 150 | Other - Other | | | | | | | |
| 151 | Total Way and Structures | 28,280 | 18,645 | 18,053 | 15,112 | 80,090 | 6,484 | 86,574 |
| | EQUIPMENT: | | | | | | | |
| | LOCOMOTIVES: | | | | | | | |
| 201 | Administration | 1,022 | 24 | 35 | 17 | 1,098 | 133 | 1,231 |
| 202 | Repair and Maintenance | 8,335 | 6,429 | (681) | 1 | 14,084 | 900 | 14,984 |
| 203 | Machinery Repair | 254 | 330 | 34 | | 618 | 113 | 731 |
| 204 | Equipment Damaged | 39 | 64 | 2 | | 105 | | 105 |
| 205 | Fringe Benefits | N/A | N/A | N/A | 4,180 | 4,180 | 258 | 4,438 |
| 206 | Other Casualties and Insurance | N/A | N/A | N/A | 622 | 622 | 1 | 623 |
| 207 | Lease Rentals - Debit | N/A | N/A | 4,055 | N/A | 4,055 | 10 | 4,065 |
| 208 | Lease Rentals - [Credit] | N/A | N/A | (72) | N/A | (72) | (1) | (73) |
| 209 | Joint Facility Rent - Debit | N/A | N/A | 63 | N/A | 63 | | 63 |
| 210 | Joint Facility Rent - [Credit] | N/A | N/A | () | N/A | () | () | () |
| 211 | Other Rents - Debit | N/A | N/A | | N/A | | | |
| 212 | Other Rents - [Credit] | N/A | N/A | (45) | N/A | (45) | () | (45) |
| 213 | Depreciation | N/A | N/A | N/A | 2,514 | 2,514 | | 2,514 |
| 214 | Joint Facility - Debit | N/A | N/A | 653 | N/A | 653 | (1) | 652 |
| 215 | Joint Facility - [Credit] | N/A | N/A | () | N/A | () | () | () |
| 216 | Repairs Billed to Others - [Credit] | N/A | N/A | () | N/A | () | () | () |

Road Initials: MILW

Year 19 82

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account (a) | Freight | | | | | Passenger (g) | Total (h) |
|----------|--|---------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|
| | | Salaries and wages (b) | Material, tools, supplies, fuels, and lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | | |
| | LOCOMOTIVES—Continued: | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 217 | Dismantling Retired Property | 14 | | 1 | | 15 | | 15 |
| 218 | Other | 139 | 12 | 282 | | 433 | | 433 |
| 219 | Total Locomotives | 9,803 | 6,859 | 4,327 | 7,334 | 28,323 | 1,413 | 29,736 |
| | FREIGHT CARS: | | | | | | | |
| 220 | Administration | 1,163 | 28 | 39 | 20 | 1,250 | N/A | 1,250 |
| 221 | Repair and Maintenance | 5,563 | 9,205 | 7,146 | 2 | 21,916 | N/A | 21,916 |
| 222 | Machinery Repair | 393 | 509 | 53 | | 955 | N/A | 955 |
| 223 | Equipment Damaged | 500 | 295 | 2,362 | | 3,157 | N/A | 3,157 |
| 224 | Fringe Benefits | N/A | N/A | N/A | 2,677 | 2,677 | N/A | 2,677 |
| 225 | Other Casualties and Insurance | N/A | N/A | N/A | 3,270 | 3,270 | N/A | 3,270 |
| 226 | Lease Rentals - Debit | N/A | N/A | 6,689 | N/A | 6,689 | N/A | 6,689 |
| 227 | Lease Rentals - [Credit] | N/A | N/A | (322) | N/A | (322) | N/A | (322) |
| 228 | Joint Facility Rent - Debit | N/A | N/A | 8 | N/A | 8 | N/A | 8 |
| 229 | Joint Facility Rent - [Credit] | N/A | N/A | () | N/A | () | N/A | () |
| 230 | Other Rents - Debit | N/A | N/A | 56,607 | N/A | 56,607 | N/A | 56,607 |
| 231 | Other Rents - [Credit] | N/A | N/A | (25,840) | N/A | (25,840) | N/A | (25,840) |
| 232 | Depreciation | N/A | N/A | N/A | 11,127 | 11,127 | N/A | 11,127 |
| 233 | Joint Facility - Debit | N/A | N/A | 755 | N/A | 755 | N/A | 755 |
| 234 | Joint Facility - [Credit] | N/A | N/A | () | N/A | () | N/A | () |
| 235 | Repairs Billed to Others - [Credit] | N/A | N/A | (16,832) | N/A | (16,832) | N/A | (16,832) |
| 236 | Dismantling Retired Property | 65 | (64) | 40 | | 41 | N/A | 41 |
| 237 | Other | 157 | 13 | 318 | (171) | 317 | N/A | 317 |
| 238 | Total Freight Cars | 7,841 | 9,986 | 31,023 | 16,925 | 65,775 | N/A | 65,775 |
| | OTHER EQUIPMENT: | | | | | | | |
| 301 | Administration | | | | 48 | 48 | 165 | 213 |
| | Repair and Maintenance: | | | | | | | |
| 302 | Trucks, Trailers, and Containers - Revenue Service | 1 | 1 | | | 2 | N/A | 2 |
| 303 | Floating Equipment - Revenue Service | | | | | | N/A | |
| 304 | Passenger and Other Revenue Equipment | | | | | | 1,194 | 1,194 |
| 305 | Computers and Data Processing Systems | | | 173 | | 173 | | 173 |
| 306 | Machinery | | | | | | 23 | 23 |
| 307 | Work and Other Non-Revenue Equipment | 424 | 546 | 943 | 23 | 1,936 | 41 | 1,977 |
| 308 | Equipment Damaged | 1 | 1 | 370 | | 372 | 3 | 375 |
| 309 | Fringe Benefits | N/A | N/A | N/A | 99 | 99 | 292 | 391 |
| 310 | Other Casualties and Insurance | N/A | N/A | N/A | | | 3 | 3 |
| 311 | Lease Rentals - Debit | N/A | N/A | 6,165 | N/A | 6,165 | 35 | 6,200 |
| 312 | Lease Rentals - [Credit] | N/A | N/A | () | N/A | () | () | () |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|---|--------------------|--|--------------------|---------|-----------------------|-----------|-----------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | OTHER EQUIPMENT—Continued: | | | | | | | |
| 313 | Joint Facility Rent - Debit | N/A | N/A | 357 | N/A | 357 | 27 | 384 |
| 314 | Joint Facility Rent - [Credit] | N/A | N/A | () | N/A | () | () | () |
| 315 | Other Rents - Debit | N/A | N/A | 1,957 | N/A | 1,957 | | 1,957 |
| 316 | Other Rents - [Credit] | N/A | N/A | (2,930) | N/A | (2,930) | () | (2,930) |
| 317 | Depreciation | N/A | N/A | N/A | 789 | 789 | 185 | 974 |
| 318 | Joint Facility - Debit | N/A | N/A | 736 | N/A | 736 | 27 | 763 |
| 319 | Joint Facility - [Credit] | N/A | N/A | (171) | N/A | (171) | () | (171) |
| 320 | Repairs Billed to Others - [Credit] | N/A | N/A | () | N/A | () | () | () |
| 321 | Dismantling Retired Property | | | | | | | |
| 322 | Other | | | | 2 | 2 | 30 | 32 |
| 323 | Total Other Equipment | 426 | 548 | 7,600 | 961 | 9,535 | 2,025 | 11,560 |
| 324 | Total Equipment | 18,070 | 17,393 | 42,950 | 25,220 | 103,633 | 3,438 | 107,071 |
| | TRANSPORTATION: | | | | | | | |
| | TRAIN OPERATIONS: | | | | | | | |
| 401 | Administration | 2,084 | 96 | 139 | 124 | 2,443 | 129 | 2,572 |
| 402 | Engine Crews | 7,763 | 96 | 585 | 20 | 8,464 | 1,732 | 10,196 |
| 403 | Train Crews | 14,199 | 164 | 996 | 34 | 15,393 | 1,691 | 17,084 |
| 404 | Dispatching Trains | 1,132 | 16 | 2 | 2 | 1,152 | 192 | 1,344 |
| 405 | Operating Signals and Interlockers | 1,396 | 34 | 9 | 3 | 1,442 | 793 | 2,235 |
| 406 | Operating Drawbridges | 336 | 6 | 12 | 1 | 355 | 115 | 470 |
| 407 | Highway Crossing Protection | 488 | 25 | 100 | 1 | 614 | 97 | 711 |
| 408 | Train Inspection and Lubrication | 1,528 | 143 | | | 1,671 | | 1,671 |
| 409 | Locomotive Fuel | (4) | 28,941 | 2,282 | | 31,219 | 2,353 | 33,572 |
| 410 | Electric Power Purchased or Produced for Motive Power | | | | | | | |
| 411 | Servicing Locomotives | 1,173 | 1,240 | 6 | | 2,419 | 261 | 2,680 |
| 412 | Freight Lost or Damaged - Solely Related | N/A | N/A | N/A | 2,420 | 2,420 | | 2,420 |
| 413 | Clearing Wrecks | 496 | 139 | 1,606 | 10 | 2,251 | | 2,251 |
| 414 | Fringe Benefits | N/A | N/A | N/A | 9,334 | 9,334 | 1,089 | 10,423 |
| 415 | Other Casualties and Insurance | N/A | N/A | N/A | 1,679 | 1,679 | 18 | 1,697 |
| 416 | Joint Facility - Debit | N/A | N/A | 2,579 | N/A | 2,579 | 4 | 2,583 |
| 417 | Joint Facility - [Credit] | N/A | N/A | (1,473) | N/A | (1,473) | () | (1,473) |
| 418 | Other | 1,657 | 104 | 3,488 | 1 | 5,250 | 426 | 5,676 |
| 419 | Total Train Operations | 32,248 | 31,004 | 10,331 | 13,629 | 87,212 | 8,900 | 96,112 |
| | YARD OPERATIONS: | | | | | | | |
| 420 | Administration | 1,389 | 55 | 18 | 82 | 1,545 | 79 | 1,624 |
| 421 | Switch Crews | 17,730 | 29 | 2 | | 17,761 | 141 | 17,902 |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|---|--------------------|--|--------------------|---------|-----------------------|-----------|----------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | |
| 422 | YARD OPERATIONS - Continued: | \$ 2,362 | \$ | \$ | \$ | \$ 2,362 | \$ 63 | \$ 2,425 |
| 423 | Controlling Operations | 5,018 | 343 | 1,228 | 1 | 6,590 | 108 | 6,698 |
| 424 | Yard and Terminal Clerical | 362 | 134 | 20 | | 516 | (12) | 504 |
| 425 | Operating Switches, Signals, Retarders and Humps | 10 | 5,754 | (8) | | 5,756 | (141) | 5,615 |
| 426 | Locomotive Fuel | | | | | | | |
| 427 | Electric Power Purchased or Produced for Motive Power | 1,140 | 296 | 35 | | 1,471 | (2) | 1,469 |
| 428 | Servicing Locomotives | N/A | N/A | N/A | | | | |
| 429 | Freight Lost or Damaged - Solely Related | N/A | N/A | N/A | | | | |
| 430 | Clearing Wrecks | N/A | N/A | N/A | 6,772 | 6,772 | 84 | 6,856 |
| 431 | Fringe Benefits | N/A | N/A | N/A | 826 | 826 | 20 | 846 |
| 432 | Other Casualties and Insurance | N/A | N/A | 3,222 | N/A | 3,222 | 990 | 4,212 |
| 433 | Joint Facility - Debit | N/A | N/A | (1,113) | N/A | (1,113) | | (1,113) |
| 434 | Joint Facility - [Credit] | 2 | | | | 2 | | 2 |
| 435 | Other | 28,013 | 6,611 | 3,404 | 7,682 | 45,710 | 1,330 | 47,040 |
| 435 | Total Yard Operations | | | | | | | |
| 501 | TRAIN AND YARD OPERATIONS COMMON: | | | | | | | |
| 502 | Cleaning Car Interiors | 71 | 4 | 20 | N/A | 95 | 942 | 1,037 |
| 503 | Adjusting and Transferring Loads | 292 | 7 | 812 | N/A | 1,111 | N/A | 1,111 |
| 504 | Car Loading Devices and Grain Doors | 6 | (55) | 94 | N/A | 45 | N/A | 45 |
| 505 | Freight Lost or Damaged - all other | N/A | N/A | N/A | | | | |
| 506 | Fringe Benefits | N/A | N/A | N/A | 19 | 19 | | 19 |
| 506 | Total Train and Yard Operations Common | 369 | (44) | 926 | 19 | 1,270 | 942 | 2,212 |
| 507 | SPECIALIZED SERVICE OPERATIONS: | | | | | | | |
| 508 | Administration | | | | | | N/A | |
| 509 | Pickup & Delivery and Marine Line Haul | 1 | | 2,149 | | 2,150 | N/A | 2,150 |
| 510 | Loading & Unloading and Local Marine | 10 | | 3,617 | | 3,627 | N/A | 3,627 |
| 511 | Protective Services | 204 | 354 | (400) | | 158 | N/A | 158 |
| 512 | Freight Lost or Damaged - Solely Related | N/A | N/A | N/A | | | N/A | |
| 513 | Fringe Benefits | N/A | N/A | N/A | 37 | 37 | N/A | 37 |
| 514 | Casualties and Insurance | N/A | N/A | N/A | | | N/A | |
| 515 | Joint Facility - Debit | N/A | N/A | 2 | N/A | 2 | N/A | 2 |
| 516 | Joint Facility - [Credit] | N/A | N/A | | N/A | | N/A | |
| 517 | Other | | | | | | N/A | |
| 517 | Total Specialized Services Operations | 215 | 354 | 5,368 | 37 | 5,974 | N/A | 5,974 |
| 518 | ADMINISTRATIVE SUPPORT OPERATIONS: | | | | | | | |
| 518 | Administration | | | | | | | |

410. RAILWAY OPERATING EXPENSE - Concluded

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|--|--------------------|--|--------------------|---------|-----------------------|-----------|---------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| | ADMINISTRATIVE SUPPORT OPERATIONS - Con.: | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 519 | Employees Performing Clerical and Accounting Functions | 4,034 | 679 | 1,231 | 75 | 6,019 | 847 | 6,866 |
| 520 | Communication Systems Operation | 852 | 47 | 679 | 13 | 1,591 | 112 | 1,703 |
| 521 | Loss and Damage Claims Processing | 465 | 13 | 8 | 11 | 497 | | 497 |
| 522 | Fringe Benefits | N/A | N/A | N/A | 1,710 | 1,710 | 98 | 1,808 |
| 523 | Casualties and Insurance | N/A | N/A | N/A | | | | |
| 524 | Joint Facility - Debit | N/A | N/A | 165 | N/A | 165 | | 165 |
| 525 | Joint Facility - [Credit] | N/A | N/A | () | N/A | () | () | () |
| 526 | Other | | | | | | | |
| 527 | Total Administrative Support Operations | 5,351 | 739 | 2,083 | 1,809 | 9,982 | 1,057 | 11,039 |
| 528 | Total Transportation | 66,196 | 38,664 | 22,112 | 23,176 | 150,148 | 12,229 | 162,377 |
| | GENERAL AND ADMINISTRATIVE: | | | | | | | |
| 601 | Officers - General Administration | 6,354 | 244 | 680 | 262 | 7,540 | 853 | 8,393 |
| 602 | Accounting, Auditing and Finance | 8,425 | 127 | 630 | 53 | 9,235 | 372 | 9,607 |
| 603 | Management Services and Data Processing | 1,541 | 151 | 75 | 4 | 1,771 | 70 | 1,841 |
| 604 | Marketing | 1,434 | 142 | 473 | 63 | 2,112 | 4 | 2,116 |
| 605 | Sales | 1,367 | 37 | 192 | 316 | 1,912 | | 1,912 |
| 606 | Industrial Development | 570 | 20 | 183 | 21 | 794 | N/A | 794 |
| 607 | Personnel and Labor Relations | 1,667 | 98 | 344 | 53 | 2,162 | 81 | 2,243 |
| 608 | Legal and Secretarial | 1,381 | 44 | 1,591 | 37 | 3,053 | 60 | 3,113 |
| 609 | Public Relations and Advertising | 64 | 1 | 199 | 4 | 268 | 4 | 272 |
| 610 | Research and Development | | | | | | | |
| 611 | Fringe Benefits | N/A | N/A | N/A | 6,241 | 6,241 | 230 | 6,471 |
| 612 | Casualties and Insurance | N/A | N/A | N/A | 67 | 67 | | 67 |
| 613 | Writedown of Uncollectible Accounts | N/A | N/A | N/A | 889 | 889 | 7 | 896 |
| 614 | Property Taxes | N/A | N/A | N/A | 1,748 | 1,748 | | 1,748 |
| 615 | Other Taxes Except on Corporate Income or Payrolls | N/A | N/A | N/A | 2,812 | 2,812 | | 2,812 |
| 616 | Joint Facility - Debit | N/A | N/A | 337 | N/A | 337 | 84 | 421 |
| 617 | Joint Facility - [Credit] | N/A | N/A | (77) | N/A | (77) | () | (77) |
| 618 | Other | 3 | 3 | 3,719 | 8 | 3,733 | 105 | 3,838 |
| 619 | Total General and Administrative | 22,806 | 867 | 8,346 | 12,578 | 44,597 | 1,870 | 46,467 |
| 620 | Total Carrier Operating Expenses | 135,352 | 75,569 | 91,461 | 76,086 | 378,468 | 24,021 | 402,489 |

412. WAY AND STRUCTURES

1. Report *freight* expenses only.
2. The total depreciation expense reported in column (b), line 35 should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines 136, 137, and 138. The total retirement charges reported in column (c) line 35 will not balance to any line in schedule 410. Retirement is included in but does not totally comprise the expenses reported in schedule 410 column (e), lines 148, 149, and 150.
3. Report in column (d) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (d), line 35 should balance the net amount reported in schedule 410, column (f) lines 118 through 123, plus lines 130 through 135.
- If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases (or property bases for nondepreciable property) to the sum of (1) the depreciation bases for all categories of depreciable leased property plus (2) the property bases for nondepreciable leased property. Use Schedule 350 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 (e) as a debit or credit to the appropriate line item; the net adjustment on line 35 shall equal the adjustment reported on line 27 of schedule 335.
5. Report on line 34 all other lease rentals not apportioned to any category listed on lines 1-33.
6. Line 14, account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.
7. Dollars in thousands.

| Line No. | Property account | Category (a) | Depreciation (b) | Retirement (c) | Lease/Rentals (net) (d) | Amortization Adjustment During year (e) |
|----------|------------------|-----------------------------------|------------------|----------------|-------------------------|---|
| 1 | 1 | Engineering | \$ 66 | \$ 6 | \$ | |
| 2 | 2 | Land for transportation purposes | N/A | N/A | | |
| 3 | 3 | Grading | 45 | 13 | | |
| 4 | 4 | Other right-of-way expenditures | 2 | - | | |
| 5 | 5 | Tunnels and subways | - | - | | |
| 6 | 6 | Bridges, trestles and culverts | 535 | N/A | | |
| 7 | 7 | Elevated structures | | N/A | | |
| 8 | 8 | Ties | N/A | (304) | (53) | |
| 9 | 9 | Rails | N/A | (47) | (101) | |
| 10 | 10 | Other track material | N/A | (92) | (89) | |
| 11 | 11 | Ballast | N/A | 13 | (76) | |
| 12 | 12 | Track laying and surfacing | N/A | (20) | (62) | |
| 13 | 13 | Fences, snowsheds and signs | 26 | N/A | | |
| 14 | 16 | Station and office buildings | 441 | N/A | | |
| 15 | 17 | Roadway buildings | 25 | N/A | | |
| 16 | 18 | Water stations | 8 | N/A | | |
| 17 | 19 | Fuel stations | 20 | N/A | | |
| 18 | 20 | Shops and enginehouses | 424 | N/A | | |
| 19 | 22 | Storage warehouses | | N/A | | |
| 20 | 23 | Wharves and docks | 31 | N/A | | |
| 21 | 24 | Coal and ore wharves | | N/A | | |
| 22 | 25 | TOFC/COFC terminals | 62 | N/A | | |
| 23 | 26 | Communications systems | 157 | N/A | | |
| 24 | 27 | Signals and interlockers | 391 | N/A | | |
| 25 | 29 | Power plants | 5 | N/A | | |
| 26 | 31 | Power transmission systems | (7) | N/A | | |
| 27 | 35 | Miscellaneous structures | 4 | N/A | | |
| 28 | 37 | Roadway machines | 662 | N/A | 177 | |
| 29 | 39 | Public improvements; construction | 239 | 4 | | |
| 30 | 45 | Power plant machines | (3) | N/A | | |
| 31 | 76 | Interest during construction | N/A | | N/A | |
| 32 | 77 | Other expenditures; general | N/A | | N/A | |
| 33 | 80 | Other elements of investment | N/A | | N/A | |
| 34 | - | Other lease/rentals | | | | |
| 35 | - | Total | 3,133 | (427) | (204) | |

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

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 equipment, privately owned equipment and equipment leased for less than 30 days.
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.

6. Dollars in thousands.

| Line No. | Type of Equipment (a) | GROSS AMOUNTS RECEIVABLE Per Diem Basis | | | GROSS AMOUNTS PAYABLE Per Diem Basis | | |
|----------|----------------------------------|--|----------------|-------------|---|----------------|-------------|
| | | Private Line Cars (b) | Mileage (c) | Time (d) | Private Line Cars (e) | Mileage (f) | Time (g) |
| | CAR TYPES: | \$ | \$ | \$ | \$ | \$ | \$ |
| 1 | Box-Plain 40 Foot | | 109 | 413 | | | 346 |
| 2 | Box-Plain 50 Foot and Longer | | 639 | 2,532 | 464 | | 5,860 |
| 3 | Box-Equipped | | 1,532 | 5,425 | | | 6,585 |
| 4 | Gondola-Plain | | 468 | 1,529 | 213 | 1 | 2,772 |
| 5 | Gondola-Equipped | | 184 | 818 | | 1 | 598 |
| 6 | Hopper-Covered | | 1,024 | 3,816 | 2,436 | 5,457 | 5,451 |
| 7 | Hopper-Open Top-General Service | | 12 | 194 | | | 1,481 |
| 8 | Hopper-Open Top-Special Service | | | | | | 44 |
| 9 | Refrigerator-Mechanical | | 98 | 326 | 10 | 12 | 498 |
| 10 | Refrigerator-Non-Mechanical | | 220 | 1,242 | 308 | 413 | 2,842 |
| 11 | Flat TOFC/COFC | | | | 1,449 | | 315 |
| 12 | Flat Multi-Level | | | | 1,455 | | 476 |
| 13 | Flat-General Service | | 38 | 197 | 146 | 1 | 182 |
| 14 | Flat-Other | | 246 | 813 | 1,836 | 28 | 1,455 |
| 15 | Tank-Under 22,000 Gallons | | | | 2,228 | 4,795 | |
| 16 | Tank-22,000 Gallons and Over | | | | 684 | 1,582 | |
| 17 | All Other Freight Cars | | 243 | 1,014 | 47 | 126 | 143 |
| 18 | Auto Racks | | | 2,708 | 1,406 | | 2,461 |
| 19 | Total Freight Train Cars | | 4,813 | 21,027 | 12,682 | 12,416 | 31,509 |
| | OTHER FREIGHT CARRYING EQUIPMENT | | | | | | |
| 20 | Refrigerated Trailers | | | | | | |
| 21 | Other Trailers | | | 2,930 | 1,486 | | 471 |
| 22 | Refrigerated Containers | | | | | | |
| 23 | Other Containers | | | | | | |
| 24 | Total Trailers & Containers | | | 2,930 | 1,486 | | 471 |
| 25 | Grand Total (Lines 19 & 24) | | 4,813 | 23,957 | 14,168 | 12,416 | 31,980 |

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

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, purchases services, and general).
3. Report in column (b) net repairs, the detail for the items listed in column (a) from the freight expenses reported in Schedule 410 in column (f) lines 202, 203, 216, 221, 222, 235, 302 through 307 and 320. When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types: a. AAR Car Repair Billing (CRB) Standards; b. A carrier conducted study to determine car repair expenses by car types; and c. Other available standards valid for the respondent carrier. *Do not report* in this schedule equipment damaged expenses from Schedule 410, lines 204, 223 and 308, or; the damages billed to others which is contained in but does not form the bulk of the expense reported in Schedule 410, lines 216, 235 and 320. Column (b) repair expenses should balance to Schedule 410 column (f) expenses as follows (note any imbalance will be attributable to the exclusion from Schedule 415 of damages billed to these as contained in Schedule 410, lines 216, 235 and 320) locomotives: line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216, Freight Cars: line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235, (3) The 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-Order Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307. When using the line data referred to in this instruction it should be noted that lines 216, 235 and 320 of Schedule 410 are credit balances.
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 and this reporting will relate to Schedules 340 and 342. Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows: (1) Locomotives: line 5 plus 38 compared to Schedule 410, line 213; (2) Freight Cars: line 24 plus line 39 compared to Schedule 410, line 232; (3) The 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 reported on line 36 column (c) of Schedule 335.
6. Retirement charges shall be made on the basis of the actual units retired from service during the reporting period where the service value has been determined, based on a ledger value of salvage and insurance recovered. Retirement charges reported in column (f) will not balance to Schedule 410 because they are included in, but do not totally comprise the "other" expenses in Schedule 410, lines 218, 237 and 322. Retirement charges for locomotives, line 5 plus 38 are in Schedule 410, line 218; retirement charges for freight cars, lines 24 plus 39 are in Schedule 410, line 237; retirement charges for all other equipment, lines 32, 35, 36, 37, 40 and 41 are in Schedule 410, line 322.
7. Lease/Rentals reported in column (g) should balance to column (f) of Schedule 410 as follows: (1) Locomotives: line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212. (2) 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). (3) The 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 on 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-container rentals reported in Schedule 414.
8. Depreciation base by types of equipment shall be reported in columns (h) and (i) and should not include the cost of equipment used, but not owned, when the rents therefore are included in the rent for equipment and accounts Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-22-00, 35-23-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents 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. Property used but not owned should also be included when the rent is included in accounts Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive. The grand total of each equipment in column (c) of Schedule 332 should equal the combined aggregate totals of line items comprising the equipment depreciation bases of columns (h) and (i).
9. Accumulated depreciation for each class of equipment shall be reported in columns (j) and (k). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items comprising the corresponding equipment accounts reported in columns (j) and (k).

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

SEE INSTRUCTIONS ON PAGE 53

| Line No. | Types of Equipment (a) | Repairs (Net Expense) (b) | Depreciation * | | Amortization Adjustment net during year (e) |
|------------------------------------|--|---------------------------------|----------------|-----------------------------|--|
| | | | Owned (c) | Capitalized lease (d) | |
| LOCOMOTIVES: | | | | | |
| 1 | Diesel Locomotive - Yard | \$ 1,683 | \$ | \$ 1,183 | \$ |
| 2 | Diesel Locomotive - Road | 12,401 | (6) | 1,166 | |
| 3 | Other Locomotive - Yard | | | | |
| 4 | Other Locomotive - Road | | | | |
| 5 | TOTAL | 14,084 | (6) | 2,349 | |
| FREIGHT TRAIN CARS: | | | | | |
| 6 | Box-Plain 40 Foot | 1,178 | 155 | - | |
| 7 | Box-Plain 50 Foot and Longer | 607 | 130 | 2,217 | |
| 8 | Box-Equipped | 1,976 | 725 | 343 | |
| 9 | Gondola-Plain | (125) | 35 | 1,270 | |
| 10 | Gondola-Equipped | 457 | 103 | 192 | |
| 11 | Hopper-Covered | 5,054 | 728 | 1,154 | |
| 12 | Hopper-Open Top-General Service | (457) | 57 | 152 | |
| 13 | Hopper-Open Top-Special Service | (3) | | | |
| 14 | Refrigerator-Mechanical | 279 | | 177 | |
| 15 | Refrigerator-Nonmechanical | (45) | 292 | | |
| 16 | Flat TOFC/COFC | (1,777) | 1 | | |
| 17 | Flat Multi-level | (1,484) | | | |
| 18 | Flat-General Service | 127 | 71 | | |
| 19 | Flat-Other | 51 | 79 | 704 | |
| 20 | All Other Freight Cars | (1,010) | 29 | 194 | |
| 21 | Cabooses | 914 | 91 | | |
| 22 | Auto Racks | 14 | | 1,274 | |
| 23 | Miscellaneous Accessories | | | | |
| 24 | TOTAL FREIGHT TRAIN CARS | 5,756 | 2,496 | 7,677 | |
| OTHER EQUIPMENT-REVENUE FREIGHT | | | | | |
| HIGHWAY EQUIPMENT | | | | | |
| 25 | Refrigerated Trailers | | | | |
| 26 | Other Trailers | 2 | | | |
| 27 | Refrigerated Containers | | | | |
| 28 | Other Containers | | | | |
| 29 | Bogies | | | | |
| 30 | Chasis | | | | |
| 31 | Other Highway Equipment (Freight) | | 551 | | |
| 32 | TOTAL HIGHWAY EQUIPMENT | .2 | 551 | | |
| 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 & Data Processing Equipment | 173 | | 121 | |
| 38 | Machinery - Locomotives ¹ | 618 | 150 | | |
| 39 | Machinery - Freight Cars ² | 955 | (8) (112) | | |
| 40 | Machinery - Other Equipment ¹ | | (112) (8) | | |
| 41 | Work & Other Non-revenue Equipment | 1,936 | 229 | | |
| 42 | TOTAL OTHER EQUIPMENT | 3,682 | 259 | 121 | |
| 43 | TOTAL ALL EQUIPMENT (FREIGHT PORTION) | 23,524 | 3,300 | 10,147 | |

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.

*Depreciation reported for improvement on leased property; Account Railroad Annual Report R-1 732 and 733 are included on Supplemental Schedule 415 pages 54A and 55A.

| SEE INSTRUCTIONS ON PAGE 53 | | | | | |
|-----------------------------|-----------------------------------|-------------------------------|-----------------------------|--------------------------------------|-----------------------------|
| Retirements (f) | Lease and Rentals (Net) (g) | Depreciation Base as of 12/31 | | Accumulated Depreciation as of 12/31 | |
| | | Owned (h) | Capitalized lease (i) | Owned (j) | Capitalized lease (k) |
| \$ | | \$ 2,489 | 17,739 | \$ 2,638 | 8,078 |
| | 3,938 | 15,341 | 16,062 | 16,235 | 10,334 |
| | | | | | |
| | 3,938 | 17,830 | 33,801 | 18,873 | 18,412 |
| | 338 | 3,782 | | 1,286 | |
| | 140 | 3,163 | 32,543 | 1,075 | 14,236 |
| | 1,384 | 17,643 | 5,135 | 5,999 | 2,458 |
| (9) | | 856 | 20,312 | 291 | 3,821 |
| | 210 | 2,497 | 2,689 | 849 | 1,291 |
| | 3,301 | 17,706 | 16,107 | 6,201 | 9,912 |
| (3) | 84 | 1,383 | 2,229 | 470 | 851 |
| | | | | | |
| | 330 | | 2,606 | | 2,025 |
| | 496 | 7,106 | | 2,416 | |
| | | 25 | | 9 | |
| | | 1,728 | | 588 | |
| (158) | | 1,919 | 9,683 | 652 | 4,548 |
| | (172) | 697 | 1,900 | 237 | 1,179 |
| (5) | 32 | 2,218 | | 754 | |
| | 224 | | 10,262 | | 6,303 |
| (175) | 6,367 | 60,723 | 103,466 | 20,827 | 46,624 |
| | | | | | |
| | 5,167 | | | | |
| | | | | | |
| | | | | | |
| | | 5,751 | | 3,062 | |
| | 5,167 | 5,751 | | 3,062 | |
| | | | | | |
| | | | | | |
| | 998 | | 664 | | 433 |
| | | 4,107 | | 1,753 | |
| | | 4,473 | | 1,909 | |
| | | 140 | | 60 | |
| | | 6,852 | | 5,270 | |
| | 998 | 15,572 | 664 | 8,992 | 433 |
| (175) | 16,470 | 99,876 | 137,931 | 51,754 | 65,469 |

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

*The depreciation to be reported on lines 38, 39, and 40 in column (k) 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) should equal amount shown in column (e) schedule 335.

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

SEE INSTRUCTIONS ON PAGE 53

| Line No. | Types of Equipment (a) | Repairs (Net Expense) (b) | Depreciation | | Amortization Adjustment net during year (e) |
|----------|--|---------------------------------|--------------|-----------------------------|--|
| | | | Owned (c) | Capitalized lease (d) | |
| | LOCOMOTIVES: | | | | |
| 1 | Diesel Locomotive - Yard | \$ | \$ | \$ | \$ |
| 2 | Diesel Locomotive - Road | | 22 21 | | |
| 3 | Other Locomotive - Yard | | | | |
| 4 | Other Locomotive - Road | | | | |
| 5 | TOTAL | | 22 21 | | |
| | FREIGHT TRAIN CARS: | | | | |
| 6 | Box-Plain 40 Foot | | | | |
| 7 | Box-Plain 50 Foot and Longer | | | | |
| 8 | Box-Equipped | | 46 | | |
| 9 | Gondola-Plain | | | | |
| 10 | Gondola-Equipped | | 25 | | |
| 11 | Hopper-Covered | | | | |
| 12 | Hopper-Open Top-General Service | | 2 | | |
| 13 | Hopper-Open Top-Special Service | | | | |
| 14 | Refrigerator-Mechanical | | | | |
| 15 | Refrigerator-Nonmechanical | | | | |
| 16 | Flat TOFC/COFC | | | | |
| 17 | Flat Multi-level | | | | |
| 18 | Flat-General Service | | 100 | | |
| 19 | Flat-Other | | | | |
| 20 | All Other Freight Cars | | | | |
| 21 | Cabooses | | | | |
| 22 | Auto Racks | | 748 | | |
| 23 | Miscellaneous Accessories | | 41 | | |
| 24 | TOTAL FREIGHT TRAIN CARS | | 962 | | |
| | OTHER EQUIPMENT-REVENUE FREIGHT | | | | |
| | HIGHWAY EQUIPMENT | | | | |
| 25 | Refrigerated Trailers | | | | |
| 26 | Other Trailers | | | | |
| 27 | Refrigerated Containers | | | | |
| 28 | Other Containers | | | | |
| 29 | Bogies | | | | |
| 30 | Chassis | | | | |
| 31 | Other Highway Equipment (Freight) | | 1 | | |
| 32 | TOTAL HIGHWAY EQUIPMENT | | 1 | | |
| | 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 & Data Processing Equipment | | | | |
| 38 | Machinery - Locomotives ¹ | | | | |
| 39 | Machinery - Freight Cars ² | | | | |
| 40 | Machinery - Other Equipment ³ | | | | |
| 41 | Work & Other Non-revenue Equipment | | | | |
| 42 | TOTAL OTHER EQUIPMENT | | | | |
| 43 | TOTAL, ALL EQUIPMENT (FREIGHT PORTION) | | 985 | | |

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.

| SEE INSTRUCTIONS ON PAGE 53 | | | | | |
|-----------------------------|-----------------------------------|-------------------------------|-----------------------------|--------------------------------------|-----------------------------|
| Retirements (f) | Lease and Rentals (Net) (g) | Depreciation Base as of 12/31 | | Accumulated Depreciation as of 12/31 | |
| | | Owned (h) | Capitalized lease (i) | Owned (j) | Capitalized lease (k) |
| \$ | | \$ | | \$ | |
| | | 499 | | 149 | |
| | | | | | |
| | | 499 | | 149 | |
| | | | | | |
| | | 339 | | 238 | |
| | | 184 | | 129 | |
| | | 18 | | 13 | |
| | | | | | |
| | | 735 | | 516 | |
| | | 3 | | 2 | |
| | | 5,544 | | 3,823 | |
| | | 300 | | 211 | |
| | | 7,123 | | 4,932 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 4 | | 8 | |
| | | 4 | | 8 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 1 | | 1 | |
| | | 1 | | 1 | |
| | | 7,627 | | 5,090 | |

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

The depreciation to be reported on lines 38, 39, and 40 in column (k) 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) should equal amount shown in column (e) schedule 335.

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

Instructions:

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.

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.

9. Dollars in Thousands.

| Line No. | Items | TOFC/COFC Terminal | Floating Equipment | Coal Marine Terminal | Ore Marine Terminal | Other Marine Terminal | Motor Vehicle Load and Distribution | Protective Services Refrigerator Car | Other Special Services | Total Columns (b-i) |
|----------|--|--------------------|--------------------|----------------------|---------------------|-----------------------|-------------------------------------|--------------------------------------|------------------------|---------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
| 1 | Administration | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 2 | Pick up & delivery, marine line haul | 1,522 | | | | | | N/A | 628 | 2,150 |
| 3 | Loading and unloading and local marine | 3,160 | | | | | 467 | N/A | | 3,627 |
| 4 | Protective services <small>Total debit and credits</small> | 21 | | | | | | 137 | | 158 |
| 5 | Freight lost or damaged-solely related | | | | | | | | | |
| 6 | Fringe benefits | 2 | | | | | | 35 | | 37 |
| 7 | Casualty and insurance | | | | | | | | | |
| 8 | Joint facility - Debit | | | | | | | | 2 | 2 |
| 9 | Joint facility - Credit | | | | | | | | | |
| 10 | Other | | | | | | | | | |
| 11 | Total | 4,705 | | | | | 467 | 172 | 630 | 5,974 |

Road Initials:

MTW

Year 19 82

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION

This schedule should be completed by carriers participating in the National Railroad Passenger Corporation (NRPC) agreement, as required by order of the Commission, January 30, 1973, No. 35344 (Sub-No. 3). Classify by accounts the amounts credited for remunerations for intercity passenger service performed by respondent on behalf of NRPC. All contra entries should be indicated in parenthesis. (Dollars in thousands.)

| Line No. | Name of Account (a) | Amount (b) |
|----------|--|------------|
| | WAY AND STRUCTURES | \$ |
| | Administration | |
| 1 | Track _____ | 1 |
| 2 | Bridge and Building _____ | |
| 3 | Signal _____ | |
| 4 | Communication _____ | |
| 5 | Other _____ | |
| | Repair and Maintenance | |
| 6 | Roadway - Running _____ | 1 |
| 7 | Roadway - Switching _____ | |
| 8 | Tunnels and Subways - Running _____ | |
| 9 | Tunnels and Subways - Switching _____ | |
| 10 | Bridges and Culverts - Running _____ | |
| 11 | Bridges and Culverts - Switching _____ | |
| 12 | Ties - Running _____ | 1 |
| 13 | Ties - Switching _____ | |
| 14 | Rail - Running _____ | |
| 15 | Rail - Switching _____ | |
| 16 | Other Track Material - Running _____ | 1 |
| 17 | Other Track Material - Switching _____ | |
| 18 | Ballast - Running _____ | |
| 19 | Ballast - Switching _____ | |
| 20 | Track laying and surfacing - Running _____ | 3 |
| 21 | Track laying and surfacing - Switching _____ | |
| 22 | Road Property Damaged - Running _____ | |
| 23 | Road Property Damaged - Switching _____ | |
| 24 | Road Property Damaged - Other _____ | |
| 25 | Signals and Interlockers - Running _____ | 7 |
| 26 | Signals and Interlockers - Switching _____ | |
| 27 | Communications systems _____ | 1 |
| 28 | Electric Power Systems _____ | |
| 29 | Highway Grade Crossings - Running _____ | 3 |
| 30 | Highway Grade Crossings - Switching _____ | |
| 31 | Station and Office Buildings _____ | 132 |
| 32 | Shop Buildings - Locomotives _____ | 1 |
| 33 | Shop Buildings - Other Equipment _____ | |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|---------------|
| | Repair and Maintenance—Continued | \$ |
| 101 | Locomotive Servicing Facilities _____ | |
| 102 | Miscellaneous Buildings and Structures _____ | |
| 109 | Roadway Machines _____ | 1 |
| 110 | Small Tools and Supplies _____ | 1 |
| 111 | Snow Removal _____ | |
| 112 | Fringe Benefits - Running _____ | 28 |
| 113 | Fringe Benefits - Switching _____ | |
| 114 | Fringe Benefits - Other _____ | 37 |
| 115 | Casualties and Insurance - Running _____ | |
| 116 | Casualties and Insurance - Switching _____ | |
| 117 | Casualties and Insurance - Other _____ | 2 |
| 118 | Lease Rentals - Debit - Running _____ | |
| 119 | Lease Rentals - Debit - Switching _____ | |
| 120 | Lease Rentals - Debit - Other _____ | |
| 121 | Lease Rentals - (Credit) - Running _____ | |
| 122 | Lease Rentals - (Credit) - Switching _____ | |
| 123 | Lease Rentals - (Credit) - Other _____ | |
| 124 | Joint Facility Rent - Debit - Running _____ | 7 |
| 125 | Joint Facility Rent - Debit - Switching _____ | |
| 126 | Joint Facility Rent - Debit - Other _____ | |
| 127 | Joint Facility Rent - (Credit) - Running _____ | |
| 128 | Joint Facility Rent - (Credit) - Switching _____ | |
| 129 | Joint Facility Rent - (Credit) - Other _____ | |
| 130 | Other Rents - Debit - Running _____ | |
| 131 | Other Rents - Debit - Switching _____ | |
| 132 | Other Rents - Debit - Other _____ | |
| 133 | Other Rents - (Credit) - Running _____ | |
| 134 | Other Rents - (Credit) - Switching _____ | |
| 135 | Other Rents - (Credit) - Other _____ | |
| 136 | Depreciation - Running _____ | |
| 137 | Depreciation - Switching _____ | |
| 138 | Depreciation - Other _____ | |
| 139 | Joint Facility - Debit - Running _____ | 40 |
| 140 | Joint Facility - Debit - Switching _____ | |
| 141 | Joint Facility - Debit - Other _____ | |
| 142 | Joint Facility - (Credit) - Running _____ | |
| 143 | Joint Facility - (Credit) - Switching _____ | |
| 144 | Joint Facility - (Credit) - Other _____ | |
| 145 | Dismantling Retired Road Property - Running _____ | |
| 146 | Dismantling Retired Road Property - Switching _____ | |
| 147 | Dismantling Retired Road Property - Other _____ | |
| 148 | Other - Running _____ | |
| 149 | Other - Switching _____ | |
| 150 | Other - Other _____ | |
| 151 | Total WAY AND STRUCTURES _____ | 267 |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---------------------------------------|------------|
| | EQUIPMENT | \$ |
| | Locomotives | |
| 201 | Administration | 20 |
| 202 | Repair and Maintenance | 156 |
| 203 | Machinery Repair | |
| 204 | Equipment Damaged | |
| 205 | Fringe Benefits | 47 |
| 206 | Other Casualties and Insurance | 2 |
| 207 | Lease Rentals - Debit | |
| 208 | Lease Rentals - (Credit) | 1 |
| 209 | Joint Facility Rent - Debit | |
| 210 | Joint Facility Rent - (Credit) | |
| 211 | Other Rents - Debit | |
| 212 | Other Rents - (Credit) | |
| 213 | Depreciation | |
| 214 | Joint Facility - Debit | 1 |
| 215 | Joint Facility - (Credit) | |
| 216 | Repairs Billed to Others - (Credit) | |
| 217 | Dismantling Retired Property | |
| 218 | Other | |
| 219 | Total Locomotives | 227 |
| | Other Equipment | |
| 301 | Administration | 23 |
| | Repair and Maintenance: | |
| 304 | Passenger and Other Revenue Equipment | 158 |
| 305 | Computers and Data Processing System | |
| 306 | Machinery | |
| 307 | Work and Other Non-Revenue Equipment | |
| 308 | Equipment Damaged | |
| 309 | Fringe Benefits | 52 |
| 310 | Other Casualties and Insurance | |
| 311 | Lease Rentals - Debit | |
| 312 | Lease Rentals - (Credit) | |
| 313 | Joint Facility Rent - Debit | |
| 314 | Joint Facility Rent - (Credit) | |
| 315 | Other Rents - Debit | |
| 316 | Other Rents - (Credit) | |
| 317 | Depreciation | |
| 318 | Joint Facility - Debit | 1 |
| 319 | Joint Facility - (Credit) | |
| 320 | Repairs Billed to Others - (Credit) | |
| 321 | Dismantling Retired Property | |
| 322 | Other | 1 |
| 323 | Total Other Equipment | 235 |
| 324 | TOTAL EQUIPMENT | 462 |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|------------|
| | TRANSPORTATION | \$ |
| | Train Operation | |
| 401 | Administration | 78 |
| 402 | Engine Crews | 811 |
| 403 | Train Crews | 752 |
| 404 | Dispatching Trains | 37 |
| 405 | Operating Signals and Interlockers | |
| 406 | Operating Drawbridges | |
| 407 | Highway Crossing Protection | |
| 408 | Train Inspection and Lubrication | |
| 409 | Locomotive Fuel | 6 |
| 410 | Electric Power Purchased or Produced for Motive Power | |
| 411 | Servicing Locomotives | 88 |
| 412 | Freight Lost or Damaged - Solely Related | |
| 413 | Clearing Wrecks | |
| 414 | Fringe Benefits | 430 |
| 415 | Other Casualties and Insurance | 12 |
| 416 | Joint Facility - Debit | 26 |
| 417 | Joint Facility - (Credit) | |
| 418 | Other | 382 |
| 419 | Total Train Operations | 2,622 |
| | Yard Operations | |
| 420 | Administration | 51 |
| 421 | Switch Crews | 48 |
| 422 | Controlling Operations | 32 |
| 423 | Yard and Terminal Clerical | |
| 424 | Operating Switches, Signals, Retarders and Humps | 13 |
| 425 | Locomotive Fuel | |
| 426 | Electric Power Purchased or Produced for Motive Power | |
| 427 | Servicing Locomotives | |
| 428 | Freight Lost or Damaged - Solely Related | |
| 429 | Clearing Wrecks | |
| 430 | Fringe Benefits | 32 |
| 431 | Other Casualties and Insurance | |
| 432 | Joint Facility - Debit | |
| 433 | Joint Facility - (Credit) | |
| 434 | Other | |
| 435 | Total Yard Operations | 176 |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Concluded

| Line No. | Name of Account (a) | Amount (b) |
|----------|--|----------------|
| | Train and Yard Operations Common | \$ |
| 501 | Cleaning Car Interiors _____ | 1 |
| 504 | Freight Lost or Damaged - all other _____ | |
| 505 | Fringe Benefits _____ | |
| 506 | Total Train and Yard Operations Common _____ | 1 |
| | Administrative Support Operations | |
| 518 | Administration _____ | |
| 519 | Employees Performing Clerical and Accounting Functions _____ | 315 |
| 520 | Communication Systems Operation _____ | 2 |
| 521 | Loss and Damage Claims Processing _____ | |
| 522 | Fringe Benefits _____ | 38 |
| 523 | Casualties and Insurance _____ | |
| 524 | Joint Facility - Debit _____ | |
| 525 | Joint Facility - (Credit) _____ | |
| 526 | Other _____ | |
| 527 | Total Administrative Support Operations _____ | 355 |
| 528 | TOTAL TRANSPORTATION _____ | 3,154 |
| | GENERAL AND ADMINISTRATIVE | |
| 601 | Officers - General Administration _____ | \$ 17 |
| 602 | Accounting, Auditing and Finance _____ | 112 |
| 603 | Management Services and Data Processing _____ | |
| 604 | Marketing _____ | |
| 605 | Sales _____ | |
| 607 | Personnel and Labor Relations _____ | |
| 608 | Legal and Secretarial _____ | |
| 609 | Public Relations and Advertising _____ | |
| 610 | Research and Development _____ | |
| 611 | Fringe Benefits _____ | 52 |
| 612 | Casualties and Insurance _____ | |
| 613 | Writedown of Uncollectible Accounts _____ | |
| 614 | Property Taxes _____ | |
| 615 | Other Taxes Except on Corporate Income or Payrolls _____ | |
| 616 | Joint Facility - Debit _____ | |
| 617 | Joint Facility - (Credit) _____ | |
| 618 | Other _____ | |
| 619 | TOTAL GENERAL AND ADMINISTRATIVE _____ | 181 |
| 620 | TOTAL REMUNERATIONS _____ | 4,064 |
| | 110 Miscellaneous (Net Incentive Payments) | 385 |
| | 510 Miscellaneous Rent Income (Locomotives) | 35 |
| | TOTAL REMUNERATIONS | <u>\$4,484</u> |

Schedule 450 Analysis of Taxes

Report dollars in thousands

A. Railway Taxes

| Line No. | Kind of Tax (a) | Amount (b) |
|----------|----------------------------------|------------|
| 1 | Other than U.S. Government Taxes | \$ 4,349 |
| | U.S. Government Taxes | |
| | Income Taxes: | |
| 2 | Normal tax and surtax | |
| 3 | Excess Profits | |
| 4 | Total Income Taxes | |
| 5 | Railroad Retirement | 23,267 |
| 6 | Hospital Insurance | 1,603 |
| 7 | Supplemental Annuities | 1,944 |
| 8 | Unemployment insurance | 2,311 |
| 9 | All other United States Taxes | |
| 10 | Total - U. S. Government Taxes | 29,125 |
| 11 | Total - Railway Taxes | 33,474 |

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", 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".

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.

Dollars in thousands.

| Line No. | Particulars (a) | Beginning of Year Balance (b) | Net Credits (Charges) for Current Year (c) | Adjustments (d) | End of Year Balance (e) |
|----------|--|-------------------------------|--|-----------------|-------------------------|
| 1 | Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21. | \$ 29,163 | \$ | \$ | \$ 29,163 |
| 2 | Accelerated amortization of facilities Sec. 168, I.R.C. | 2,481 | | | 2,481 |
| 3 | Accelerated amortization of rolling stock, Sec. 184 I.R.C. | | | | |
| 4 | Amortization of rights of way, Sec. 185 I.R.C. | 13 | | | 13 |
| 5 | Other (Specify) | | | | |
| 6 | Other depreciation differences | 11,428 | | | 11,428 |
| 7 | Reserves | (7,846) | | | (7,846) |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | Investment tax credit* | | | | |
| 19 | TOTALS | 35,239 | | | 35,239 |

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 \$ NONE
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 \$ 264,237

3(a) Indicate the amount of ACRS depreciation expense and investment tax credits claimed under the provisions of the Economic Recovery Tax Act of 1981 (ERTA).

3 year recovery property
5 year recovery property
10 year recovery property
15 year recovery property

Total

| ACRS Depreciation | Investment Tax Credits |
|----------------------|---------------------------|
| \$ | \$ |
| | |
| | |
| | |
| | |

(b) ERTA repealed retirement-replacement-betterment accounting (RRB) for track property. Provide actual or estimated data for the following:

- The adjusted basis of RRB property (frozen base) at January 1, 1981, was \$
- The Frozen base will be amortized over a period of years.
- Amortization of frozen base property for the following years was:

1981 - \$
1982 - \$

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 555, "Unusual or infrequent items"; 560, "Income or loss from operations of discontinued segments"; 562, "Gain or loss on disposal of discontinued segments"; 570, "Extraordinary items"; 590, "Income taxes on extraordinary items"; 592, "Cumulative effect of changes in accounting principles"; 603, "Appropriations released"; 606, "Other credits to retained earnings"; 616, "Other debits to retained earnings"; 620, "Appropriations for sinking and other funds"; 621,

"Appropriations for other purposes". If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

(Dollars in thousands)

| Line No. | Account No. (a) | Item (b) | Debits (c) | Credits (d) |
|----------|--------------------|---|---------------|----------------|
| 1 | 519 | Miscellaneous Income: | \$ | \$ |
| 2 | | Land Sales | | 30,268 |
| 3 | | Income from sale of tax benefits | | 1,500 |
| 4 | | All other items | | 1,086 |
| 5 | | Total Account 519 | | 32,854 |
| 6 | | | | |
| 7 | 555 | Unusual or Infrequent Items: | | |
| 8 | | Major restructuring charges, credits and expenses | | |
| 9 | | associated with massive court-authorized line | | |
| 10 | | abandonments which occurred in the year 1980; | | |
| 11 | | the amounts reported herein for 1982 are | | |
| 12 | | adjustments of the amounts reported in 1980: | | |
| 13 | | Depreciable roadway property retirement losses | 14,115 | |
| 14 | | Non-depreciable roadway property: | | |
| 15 | | Retirement charges | | 8,674 |
| 16 | | Retirement credits (amortization of other | | |
| 17 | | elements of investment) | | 1,570 |
| 18 | | Additional salvage above original estimate | | |
| 19 | | received for abandoned lines | | 48 |
| 20 | | Employee severance and other labor protection | | |
| 21 | | expenses | 14,547 | |
| 22 | | Total Account 555 | 18,370 | |
| 23 | | | | |
| 24 | | | | |
| 25 | | | | |
| 26 | | | | |
| 27 | | | | |
| 28 | | | | |
| 29 | | | | |
| 30 | | | | |

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

NOTES AND REMARKS

500. CONTINGENT ASSETS AND LIABILITIES

1. 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.

2. Information concerning the guaranties and suretyships are to be shown in be shown in schedule 501.

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

(Dollars in thousands)

| Line No. | Item (a) | Amount (b) |
|----------|--|------------|
| 1 | <u>CONTINGENT LIABILITIES</u> | \$ |
| 2 | Respondent is one of several defendants in a purported class | |
| 3 | action suit entitled Organization of Minority Vendors, Inc. et al. | |
| 4 | v. Illinois Central Gulf Railroad, et al., United States District | |
| 5 | Court for the Northern District of Illinois, Eastern Division (No. | |
| 6 | 79 C 1512). The complaint alleges that the defendant-railroads, | |
| 7 | and the non-railroad defendants, have engaged in an unlawful com- | |
| 8 | bination and conspiracy to discriminate against the plaintiffs | |
| 9 | because of their race, color and national origin and to exclude | |
| 10 | plaintiffs from competing with white-owned and operated business | |
| 11 | firms for contracts with the railroad-defendants in violation of | |
| 12 | the provisions of the Civil Rights Act, the Sherman Act, and the | |
| 13 | Clayton Act. The plaintiffs seek preliminary and permanent injunc- | |
| 14 | tions prohibiting commission of the allegedly illegal conduct, and | |
| 15 | a judgement of \$80 million or treble damages of \$240 million. The | |
| 16 | defendants, including respondent, have moved the Court to dismiss | |
| 17 | the suit. | |
| 18 | | |
| 19 | Respondent has been served with a complaint filed with the | |
| 20 | Reorganization Court seeking, on behalf of Unit-Trainship, Inc., the | |
| 21 | entry of a mandatory injunction requiring Railroad to account for | |
| 22 | all gross revenues produced by operation of its "Sprint-Train" | |
| 23 | between Chicago and Minneapolis, the tender of 10% of all such gross | |
| 24 | revenues to Unit-Trainship as damages for breach of an alleged con- | |
| 25 | tract, and the barring of the Sprint-Train operations as being in | |
| 26 | violation of Interstate Commerce Commission rules and the Elkins | |
| 27 | Act. The Trustee filed an answer seeking dismissal of the complaint | |
| 28 | and such further relief as the Court may deem just. In September, | |
| 29 | 1982, the Trustee was served with an additional complaint filed in | |
| 30 | the Circuit Court of Cook County seeking identical relief. This | |
| 31 | latter complaint was voluntarily dismissed by the plaintiff in | |
| 32 | December, 1982. The original complaint is still pending in the | |
| 33 | Reorganization Court. | |
| 34 | | |
| 35 | The Trustee intends to file an Amended Plan of Reorganization | |
| 36 | with the Interstate Commerce Commission and the Reorganization | |
| 37 | Court, and in said Amended Plan the Trustee intends to reject | |
| 38 | certain executory contracts in accordance with Section 77(b) of the | |
| 39 | Bankruptcy Act. Liability arising out of rejected executory con- | |
| 40 | tracts will be claims against the Estate, but the amount thereof | |
| 41 | cannot be quantified at this time. | |
| 42 | | |
| 43 | | |
| 44 | | |
| 45 | | |
| 46 | | |
| 47 | | |

501. GUARANTIES AND SURETYSHIPS

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show 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 date of issue. Items of less than \$50,000 may be shown as one total.
(Dollars in thousands)

| Line No. | Names of all parties principally and primarily liable (a) | Description (b) | Amount of contingent liability (c) | Sole or joint contingent liability (d) |
|----------|--|--|---------------------------------------|---|
| 1 | <u>Chicago Union</u> | | \$ | |
| 2 | <u>Station Company</u> | | | |
| 3 | CMStP&P RR Co., | First Mortgage 4-5/8% Sinking Fund | | |
| 4 | BN Inc., Penn | Bonds due June 1, 1988 | 20,000 | Joint |
| 5 | Central, PB&W RR | Principal and interest guaranteed jointly and severally by proprietors at time of issue | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | <u>Kansas City Term. Ry.</u> | | | |
| 10 | AT&SF Ry., ICG RR, | 10-1/4% guaranteed senior note due December 15, 1984 | 5,500 | Joint |
| 11 | N&W Ry., BN Inc., | | | |
| 12 | KCS Ry., StLSF Ry. | Proprietors assume obligation and liability as guarantors of notes, | | |
| 13 | C&NW, MKT RR | a sum equal to one-twelfth but not exceeding twenty-five (25) per cent of the amount of each note plus interest attributable thereto | | |
| 14 | UP RR, CMStP&P RR | | | |
| 15 | MP RR, CRI&P RR | | | |
| 16 | | | | |
| 17 | | | | |
| 18 | | | | |
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| 35 | | | | |
| 36 | | | | |
| 37 | | | | |
| 38 | | | | |

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

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. (Dollars in thousands)

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.

NONE

510. DEBTHOLDINGS

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, and the total amount of interest to be paid. Include a copy of any and all restrictive covenants attached to the indebtedness. 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 are:

- 765, Funded Debt Unmatured
- 766, Equipment 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 Trustee').
- (c) Conditional or deferred payment contracts.

(5) MISCELLANEOUS OBLIGATIONS

(6) RECEIVERS' AND TRUSTEE' 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.

Dollars in thousands.

510. DEBTHOLDINGS—Continued

| Line No. | Description of obligation | Name and address of creditor or trustee | Original amount | Portion due | |
|----------|------------------------------------|---|-----------------|-----------------|----------------|
| | | | | Within one year | After one year |
| (a) | (b) | (c) | (d) | (e) | |
| 1. | Acct. 766.5 Equipment Obligations: | | | | |
| 2. | (5) Capitalized Lease Obligations: | | | | |
| 3. | Equipment Lease | Equilease Corp. | 2,617 | 331 | 702 |
| 4. | " | Greenlease Co. | 2,298 | 109 | 1,731 |
| 5. | " | MDFC Leasing Corp | 1,443 | 160 | 654 |
| 6. | " | Greenlease Co. | 948 | 43 | 728 |
| 7. | " | Merrill Lynch Leas. | 1,482 | 156 | 709 |
| 8. | " | Rack Associates | 1,574 | 208 | 651 |
| 9. | " | North American Car | 2,883 | 261 | 1,485 |
| 10. | " | U.S. Leasing Intl. | 691 | | |
| 11. | " | Pacar Financial Corp | 3,109 | 242 | 743 |
| 12. | " | Girard Trust Bank | 9,084 | 489 | 6,210 |
| 13. | " | Girard Trust Bank | 8,627 | 472 | 5,775 |
| 14. | " | New England Mutual Life | 1,721 | 117 | 948 |
| 15. | " | Union Trust of MD | 2,875 | 240 | |
| 16. | " | Amer. Nat. Bk & Tr. Co. Chgo | 3,129 | 216 | 1,774 |
| 17. | " | Seattle 1st Nat. Bk. | 4,737 | 434 | 2,613 |
| 18. | " | U.S. Ry. Leasing Co. | 2,151 | 125 | 1,378 |
| 19. | " | Cont. Il. Nat. Bk & Tr. Co. | 2,920 | 140 | 2,126 |
| 20. | " | U.S. Steel Credit Corp | 2,127 | 204 | 826 |
| 21. | " | Chandler Leasing | 269 | | |
| 22. | " | " | 79 | 4 | 6 |
| 23. | | | | | |
| 24. | Account 766.5 Forwarded | | \$54,764 | \$3,951 | \$29,059 |
| 25. | | | | | |
| 26. | | | | | |
| 27. | | | | | |
| 28. | | | | | |
| 29. | | | | | |
| 30. | | | | | |
| 31. | | | | | |
| 32. | | | | | |
| 33. | | | | | |
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| 35. | | | | | |
| 36. | | | | | |
| 37. | | | | | |
| 38. | | | | | |
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| 40. | | | | | |
| 41. | | | | | |
| 42. | | | | | |
| 43. | | | | | |
| 44. | | | | | |
| 45. | | | | | |
| 46. | | | | | |
| 47. | | | | | |
| 48. | | | | | |
| 49. | | | | | |
| 50. | | | | | |

510. DEBTHOLDINGS—Continued

| Line No. | Description of obligation | Name and address of creditor or trustee | Original amount | Portion due | |
|----------|--|---|-----------------|-----------------|----------------|
| | | | | Within one year | After one year |
| (a) | (b) | (c) | (d) | (e) | |
| 1. | Account 766.5 | Brought Forward | \$ 53,804 | \$ 3,951 | \$ 29,059 |
| 2. | (5) Capitalized Lease Obligations: | | | | |
| 3. | Equipment Lease | Cont. Il. Natl. Bk&TrCo. | 2,775 | 137 | 2,115 |
| 4. | " | U.S. Leasing Intl. | 7,664 | 623 | 2,368 |
| 5. | " | Amer. Natl. Bk&TrCo, Chgo | 3,138 | 216 | 1,779 |
| 6. | " | Sun Life Ins. Co. Amer. | 2,301 | 185 | 219 |
| 7. | " | Amer. Natl. Bk&TrCo, Chgo | 10,311 | 689 | 6,350 |
| 8. | " | Railease Inc. | 16,113 | 322 | 14,838 |
| 9. | " | U.S. Ry. Equip. Co. | 2,141 | 159 | 857 |
| 10. | " | North Amer. Car. Corp. | 7,342 | 485 | 3,250 |
| 11. | " | " | 4,968 | 308 | 2,422 |
| 12. | " | Pullman Trp. Leas. | 3,706 | 342 | 1,522 |
| 13. | " | U.S. Ry. Leasing | 10,173 | 646 | 6,012 |
| 14. | " | Trp. Leasing Corp. | 2,146 | 443 | 120 |
| 15. | " | Connecticut Bk&Tr. | 884 | 36 | 745 |
| 16. | " | System Leasing Corp | 664 | 146 | 150 |
| 17. | " | Connecticut Bk&Tr. | 7,580 | 284 | 6,483 |
| 18. | " | " | 6,961 | 263 | 5,997 |
| 19. | Total Account 766.5 | | 142,671 | 9,235 | 84,286 |
| 20. | Acct. 767 Receivers' and Trustee's Securities: | | | | |
| 21. | (6) Trustee's Certificates: | | | | |
| 22. | Cert. 1978-B(4R/505) | U.S. Dept. of Trp. | 22,500 | | 22,500 |
| 23. | Cert. 1978-C(4R/505) | " | 1,930 | | 1,930 |
| 24. | Cert. 1980-G(4R/505) | " | 16,710 | | 16,710 |
| 25. | Cert. 1980-H(4R/505) | " | 630 | | 630 |
| 26. | Cert. 1978-A(4R/511) | Federal Fin. Bk. | 20,058 | 1,420 | 17,335 |
| 27. | Cert. 1980-C(4R/511) | " | 52,916 | | 52,916 |
| 28. | Cert. 1980-D(4R/511) | " | 19,290 | 1,608 | 17,682 |
| 29. | ERSA 1980-A | " | 30,000 | | 30,000 |
| 30. | ERSA 1980-B | " | 20,000 | | 20,000 |
| 31. | ERSA 1980-E | " | 2,783 | | 2,783 |
| 32. | Milwaukee Land Co. | Milwaukee Land Co. | 10,000 | | 10,000 |
| 33. | " | " | 6,000 | | 6,000 |
| 34. | " | " | 8,700 | | 8,700 |
| 35. | " | " | 15,000 | | 15,000 |
| 36. | " | " | 29,661 | | 29,661 |
| 37. | Total Account 767 | | \$256,178 | \$3,028 | \$251,847 |
| 38. | | | | | |
| 39. | | | | | |
| 40. | | | | | |
| 41. | | | | | |
| 42. | | | | | |
| 43. | | | | | |
| 44. | | | | | |
| 45. | | | | | |
| 46. | | | | | |
| 47. | | | | | |
| 48. | | | | | |
| 49. | | | | | |
| 50. | | | | | |

510. DEBTHOLDINGS—Continued

| Date of issue (f) | Date of maturity (g) | Interest | | | At year end | |
|----------------------|-------------------------|-------------|----------------------------|-------------------------|---|-------------------------------------|
| | | Rate (h) | Accrued during year (i) | Paid during year (j) | Unamortized debt discount 770.1 (k) | Unamortized premium 770.2 (l) |
| | | | \$ 4,737 | \$ 4,923 | | |
| 2-01-77 | 4-11-92 | 12.62 | 248 | 248 | | |
| 7-01-71 | 8-01-86 | 11.91 | 379 | 407 | | |
| 5-30-74 | 7-02-89 | 10.31 | 213 | 218 | | |
| 12-06-76 | 12-16-84 | 16.78 | 86 | 86 | | |
| 8-01-74 | 1-01-90 | 10.38 | 755 | 771 | | |
| 10-31-80 | 3-01-99 | 12.14 | 1,860 | 1,863 | | |
| 10-20-72 | 12-01-87 | 11.67 | 128 | 128 | | |
| 5-15-73 | 8-01-88 | 12.62 | 488 | 488 | | |
| 1-28-74 | 6-01-89 | 10.61 | 288 | 288 | | |
| 4-26-70 | 6-01-87 | 11.82 | 229 | 229 | | |
| 3-18-74 | 11-01-89 | 12.33 | 860 | 860 | | |
| 12-21-76 | 2-28-84 | 14.01 | 113 | 113 | | |
| 9-20-78 | 1-15-94 | 11.68 | 109 | 113 | | |
| 4-27-79 | 11-01-84 | 10.13 | 37 | 37 | | |
| 1-15-79 | 7-15-94 | 11.85 | 817 | 823 | | |
| 2-01-79 | 7-15-94 | 11.85 | 755 | 760 | | |
| | | | 12,102 | 12,355 | | |
| 7-31-78 | 2008 | 2.03 | 404 | | | |
| 7-31-78 | 2008 | 8.91 | 221 | | | |
| 7-03-80 | 2011 | 2.03 | 349 | | | |
| 7-03-80 | 2011 | 10.09 | 73 | | | |
| 7-31-78 | 1991 | 9.381 | 1,866 | 1,877 | | |
| 3-03-80 | 2006 | Various | 5,132 | 2,269 | | |
| 5-20-80 | 1994 | 10.566 | 2,038 | 2,038 | | |
| 1-03-80 | 1995 | 14.687) | 9,926 | | | |
| 3-04-80 | 1995 | 14.687) | | | | |
| 3-31-80 | 1995 | 9.412 | 311 | | | |
| 3-06-79 | | Floating | 1,556 | | | |
| 4-03-79 | | " | 934 | | | |
| 4-30-80 | | " | 1,354 | | | |
| 1-21-81 | | " | 2,333 | | | |
| 7-09-82 | | 4.00 | 1,186 | | | |
| | | | 27,763 | 6,184 | | |

510. DEBTHOLDINGS—Continued

| Line No. | Description of obligation | Name and address of creditor or trustee | Original amount | Portion due | |
|----------|--|---|-----------------|-----------------|----------------|
| | | | | Within one year | After one year |
| (a) | (b) | (c) | (d) | (e) | |
| 1. | Account 768 Debt in Default (Note A): | | | | |
| 2. | (1)Mortgage Bonds(a) | | | | |
| 3. | First Mtge.Ser.A | Cont. Bank Chgo. | 59,515 | | 11,587 |
| 4. | (1)Mortgage Bonds(b) | | | | |
| 5. | Gen.Mtge.Inc.Ser.A | Harris Bank Chgo. | 57,256 | | 25,151 |
| 6. | Gen.Mtge.Conv.Inc. | | | | |
| 7. | Ser.B | " " " | 51,422 | | 31,127 |
| 8. | (1)Mortgage Bonds(a) and (b) | | | | |
| 9. | Bedford Belt Ry.Co. | American Nat'l Bank | | | |
| 10. | First Mortgage | & Tr.Co.Chgo (B) | 350 | | 148 |
| 11. | Southern Ind.Ry.Co | | | | |
| 12. | First Mortgage | Girard Bank Phila | 7,287 | | 5,102 |
| 13. | CTH&SE Ry.Co. | J. Henry Schroder | | | |
| 14. | First & Refunding | Bank&Tr.Co.N.Y. (C) | 9,571 | | 7,170 |
| 15. | Income | LaSalle Nat'l Bk Chgo | 6,336 | | 4,739 |
| 16. | (3)Unsecured Bonds(Debentures) (b) | | | | 35,024 |
| 17. | CMStP&P RR Co. | First Nat'l. | | | |
| 18. | 5% Inc. Ser. A | Bank Chgo. | 60,000 | | 55,604 |
| 19. | | | | | |
| 20. | Account 769 Accounts Payable: Affiliated Companies: | | | | |
| 21. | (5) Miscellaneous Obligations | | | | |
| 22. | Note | Milwaukee Land Co | 4,000 | | 4,000 |
| 23. | " | " " " | 2,000 | | 2,000 |
| 24. | " | " " " | 1,000 | | 1,000 |
| 25. | " | " " " | 700 | | 700 |
| 26. | " | " " " | 300 | | 300 |
| 27. | Advances | " " " | 2,000 | | 2,000 |
| 28. | " | " " " | 3,000 | | 3,000 |
| 29. | " | " " " | 2,000 | | 2,000 |
| 30. | " | " " " | 2,000 | | 2,000 |
| 31. | " | " " " | 3,000 | | 3,000 |
| 32. | " | " " " | 3,000 | | 3,000 |
| 33. | | | | | |
| 34. | | | | | |
| 35. | | | | | |
| 36. | | | | | |
| 37. | Notes: | | | | |
| 38. | (A) In default upon filing a petition for reorganization under Section 77 of | | | | |
| 39. | the Federal Bankruptcy Act, December 19, 1977. | | | | |
| 40. | (B) \$100,000 pledged under CTH&SE Ry. Co. First and Refunding Mortgage. | | | | |
| 41. | (C) \$1,515,000 pledged under CMStP&P RR Co. First Mortgage. | | | | |
| 42. | | | | | |
| 43. | | | | | |
| 44. | | | | | |
| 45. | | | | | |
| 46. | | | | | |
| 47. | | | | | |
| 48. | | | | | |
| 49. | | | | | |
| 50. | | | | | |

510. DEBTHOLDINGS—Continued
(Notes and Other Disclosures)

| Line No. | a. Nature of Security or Collateral, if any |
|----------|---|
| | None |
| 1. | |
| 2. | |
| 3. | |
| 4. | |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |
| 11. | |
| 12. | |
| 13. | |
| 14. | |
| 15. | |
| 16. | |
| 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 |
|----------|----------------------------|----------------|
| 1. | Not Available | |
| 2. | | |
| 3. | | |
| 4. | | |
| 5. | | |
| 6. | | |
| 7. | | |
| 8. | | |
| 9. | | |
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| 14. | | |
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| 18. | | |

c. Other Notes and Comments

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

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 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 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 dur-

ing 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 proceeding period.

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

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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) |
|----------|---|---|----------------------------|---------------------------------|------------------------------------|---|
| 1 | Milwaukee Land Company | | Direct | Management Fees | 661 | (R) - |
| 2 | | | | | | |
| 3 | Milwaukee Land Company | | " | Lease of Equipment | 1,394 | (P) - |
| 4 | | | | | | |
| 5 | The Milwaukee Motor | | " | Lease of Trailers | 5,174 | (P) 5,192 |
| 6 | Transportation Company | | | | | |
| 8 | | | | | | |
| 9 | The Milwaukee Motor | | " | Pick-up and delivery | 6,071 | (P) 1,152 |
| 10 | Transportation Company | | | service | | |
| 11 | | | | | | |
| 12 | Milwaukee Land Company | | " | Trustee's Certificates | 36 | (P) 69,360 |
| 13 | | | | | | |
| 14 | Milwaukee Land Company | | " | Interest accrued on | 7,363 | (P) 19,735 |
| 15 | | | | Trustee's Certificates | | |
| 16 | | | | | | |
| 17 | Milwaukee Land Company | | " | Notes and Advances | - | (P) 23,000 |
| 18 | | | | | | |
| 19 | Milwaukee Land Company | | " | Interest accrued on | 1,380 | (P) 7,975 |
| 20 | | | | Notes and Advances | | |
| 21 | | | | | | |
| 22 | Milwaukee Land Company | | " | Note | - | (R) 1,700 |
| 23 | | | | | | |
| 24 | Milwaukee Land Company | | " | Interest on Note | 102 | (R) 60 |
| 25 | | | | | | |

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc., 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 property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

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

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

Switching and terminal companies leave column (c) (Miles of Branch Lines) blank. They should prepare also the following schedule for tracks operated at cost for joint benefit.

TRACKS OPERATED AT COST FOR JOINT BENEFIT (For Switching and Terminal Companies Only)

| Line No. | Name of owner(s) | Joint or common title holder(s) | Total mileage operated |
|----------|------------------|---------------------------------|------------------------|
| 1 | | Not applicable | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

700. MILEAGE OPERATED AT CLOSE OF YEAR

| Line No. | Class | Proportion owned or leased by respondent | Main (M) or branch (B) line | Running Tracks, Passing Tracks, Cross-Overs, Etc. | | | | Miles of way switching tracks | Miles of yard switching tracks | Total |
|----------|--|--|-----------------------------|---|----------------------------|--------------------------------|--|-------------------------------|--------------------------------|-------|
| | | | | Miles of road | Miles of second main track | Miles of all other main tracks | Miles of passing tracks, cross-overs, turnouts | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
| 1 | | | | | | | | | | |
| 2 | I | 100% | M | 1167 | 482 | 30 | 165 | 168 | 687 | 2699 |
| 3 | | | | | | | | | | |
| 4 | I | 100% | B | 1309 | 11 | | 87 | 140 | 275 | 1822 |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | TOTAL CLASS I | | | 2476 | 493 | 30 | 252 | 308 | 962 | 4521 |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | IJ | 25% | M | | | | | | 1 | 1 |
| 13 | | 50% | M | 9 | 7 | 4 | 4 | 16 | 16 | 56 |
| 14 | | | | | | | | | | |
| 15 | | | | | | | | | | |
| 16 | TOTAL CLASS IJ | | | 9 | 7 | 4 | 4 | 16 | 17 | 57 |
| 17 | | | | | | | | | | |
| 18 | | | | | | | | | | |
| 19 | IJ | 33-1/3% | B | | | | | 6 | 3 | 9 |
| 20 | | 50% | B | 25 | 1 | | 2 | 7 | 84 | 119 |
| 21 | | | | | | | | | | |
| 22 | TOTAL CLASS IJ | | | 25 | 1 | | 2 | 13 | 87 | 128 |
| 23 | | | | | | | | | | |
| 24 | | | | | | | | | | |
| 25 | | | | | | | | | | |
| 26 | TOTAL CLASS IJ | | | 34 | 8 | 4 | 6 | 29 | 104 | 185 |
| 27 | | | | | | | | | | |
| 28 | | | | | | | | | | |
| 29 | 4J | * 100% | B | 55 | 1 | | | 15 | | 71 |
| 30 | | | | | | | | | | |
| 31 | | | | | | | | | | |
| 32 | TOTAL CLASS 4J | | | 55 | 1 | | | 15 | | 71 |
| 33 | | | | | | | | | | |
| 34 | | | | | | | | | | |
| 35 | | | | | | | | | | |
| 36 | 5 | * 100% | M | 495 | 117 | | 62 | 113 | 19 | 806 |
| 37 | | | | | | | | | | |
| 38 | 5 | * 100% | B | 209 | 31 | 14 | 28 | 30 | 59 | 371 |
| 39 | | | | | | | | | | |
| 40 | | | | | | | | | | |
| 41 | TOTAL CLASS 5 | | | 704 | 148 | 14 | 90 | 143 | 78 | 1177 |
| 42 | | | | | | | | | | |
| 43 | | | | | | | | | | |
| 44 | | | | | | | | | | |
| 45 | | | | | | | | | | |
| 46 | | | | | | | | | | |
| 47 | | | | | | | | | | |
| 48 | | | | | | | | | | |
| 49 | | | | | | | | | | |
| 50 | | | | | | | | | | |
| 51 | | | | | | | | | | |
| 52 | | | | | | | | | | |
| 53 | | | | | | | | | | |
| 54 | | | | | | | | | | |
| 55 | Total Main Line | | XXX | 1671 | 606 | 34 | 231 | 297 | 723 | 3562 |
| 56 | Total Branch Lines | | XXX | 1598 | 44 | 14 | 117 | 198 | 421 | 2392 |
| 57 | Grand Total | | XXX | 3269 | 650 | 48 | 348 | 495 | 1144 | 5954 |
| 58 | Miles of road or track electrified included in preceding grand total | | XXX | | | | | | | |

* 5/5/83 Mr. Don Hammett (X 3035) said tracks temporary leased and furnished data per telephone. Mr. [unclear] R-1

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 |
|----------|-------|-----------------------|-----------------------------|---|----------------------------|--------------------------------|---|-------------------------------|--------------------------------|-------|
| | | | | 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 | 1J | Appleton, WI | B | | | | | | 3 | 3 |
| 2 | 1J | Wausau, WI | B | | | | | | 3 | 3 |
| 3 | 1 | Chgo (West Ave.) | M | | | | | | 11 | 11 |
| 4 | 1 | Fox Lake | B | | | | | 3 | | 3 |
| 5 | 1 | Elgin | M | | | | | 1 | | 1 |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | | | | | | | | | | |
| 14 | | | | | | | | | | |
| 15 | | Total | XXX | | | | | 4 | 17 | 21 |

- 1) Owned jointly with the Chicago & North Western Transportation Company, each company owning an equal interest. Operated by the Chicago & North Western Transportation Company under contract dated October 25, 1879.
- 2) Owned jointly with Chicago & North Western Transportation Company, each company owning an equal interest. Operated by Chicago & North Western Transportation Company under contract dated August 10, 1892.
- 3) Owned solely by C.M.St.P. & P. RR Co., leased and operated by Northeastern Illinois RR Corporation.
- 4) Owned solely by C.M.St.P. & P. RR Co., leased and operated by Northeastern Illinois RR Corporation.
- 5) Owned solely by C.M.St.P. & P. RR Co., leased and operated by Northeastern Illinois RR Corporation.

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. | State or territory (a) | ROAD OPERATED BY RESPONDENT | | | | | | | LINE OWNED, NOT OPERATED BY RESPONDENT | | New line constructed during year (k) |
|----------|-------------------------------|-----------------------------|---------------------|--------------------------------------|----------------------------------|---|--|-------------------------------|--|---------------------|---|
| | | LINE OWNED | | Line of proprietary companies (d) | Line operated under lease (e) | Line operated under contract, etc. (f) | Line operated under trackage rights (g) | Total mileage operated (h) | Main line (i) | Branch lines (j) | |
| | | Main line (b) | Branch lines (c) | | | | | | | | |
| 1 | Illinois | 186 | 75 | | | | 138 | 399 | | | |
| 2 | Indiana | 87 | 7 | | | | 185 | 279 | | | |
| 3 | Iowa | 224 | 476 | | | 55 | 36 | 791 | | | |
| 4 | Kansas | | | | | | 7 | 7 | | | |
| 5 | Kentucky | | | | | | 1 | 1 | | | |
| 6 | Michigan | | | | | | 1 | 1 | | | |
| 7 | Minnesota | 308 | 272 | | | | 235 | 815 | | | |
| 8 | Missouri | 135 | 5 | | | | 16 | 156 | | | |
| 9 | South Dakota | | | | | | 12 | 12 | | | |
| 10 | Wisconsin | 235 | 500 | | | | 73 | 808 | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
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| 23 | | | | | | | | | | | |
| 24 | | | | | | | | | | | |
| 25 | | | | | | | | | | | |
| 26 | | | | | | | | | | | |
| 26 | | | | | | | | | | | |
| 27 | | | | | | | | | | | |
| 28 | | | | | | | | | | | |
| 29 | | | | | | | | | | | |
| 30 | | | | | | | | | | | |
| 31 | Total Mileage (single track) | 1,175 | 1,335 | | | 55 | 704 | 3,269 | | | |

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 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

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

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

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

INCREASES IN MILEAGE

| Line No. | Class | Main (M) or branch (B) line | Running Tracks, Passing Tracks, Cross-Overs, Etc. | | | | Miles of way switching tracks | Miles of yard switching tracks | Total | Remarks |
|----------|----------------|-----------------------------|---|----------------------------|--------------------------------|--|-------------------------------|--------------------------------|-------|---------|
| | | | Miles of road | Miles of second main track | Miles of all other main tracks | Miles of passing tracks, cross-overs and turn-outs | | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
| 1 | 1 | M | 64 | | | | | | | * |
| 2 | 1 | B | 1 | | | | | | | * |
| 3 | 4 | B | 55 | | | | | | | * |
| 4 | 5 | M | 12 | | | | | | | * |
| 5 | 5 | B | 55 | | | | | | | * |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | Total Increase | | 187 | | | | | | | |

DECREASES IN MILEAGE

| | | | | | | | | | | |
|----|----------------|---|-----|--|--|--|--|--|--|---|
| 14 | 1 | M | 523 | | | | | | | * |
| 15 | 1 | B | 271 | | | | | | | * |
| 16 | 5 | M | 27 | | | | | | | * |
| 17 | 5 | B | 22 | | | | | | | * |
| 18 | | | | | | | | | | |
| 19 | | | | | | | | | | |
| 20 | | | | | | | | | | |
| 21 | | | | | | | | | | |
| 22 | | | | | | | | | | |
| 23 | | | | | | | | | | |
| 24 | | | | | | | | | | |
| 25 | Total Decrease | | 843 | | | | | | | |

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

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned 727

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.

* See Footnotes on Page 80

NOTES AND REMARKS

CHANGES IN MILES OF ROAD

| <u>Class</u> | <u>Description</u> | <u>Miles of Road</u> | <u>Date</u> | <u>Remarks</u> |
|-------------------|-----------------------------------|----------------------|-------------|---|
| <u>Decreases:</u> | | | | |
| 1-B | Milbank to Sisseton, SD | 38 | March | Abandoned AFE 5138-2 |
| 1-B | McLaughlin, SD to New England, ND | 133 | March | Abandoned AFE 5138-2 and 5140-2 |
| 1-M | Ortonville, MN to Miles City, MT | 523 | March | Abandoned AFE 5138-2, 5140-2 and 5142-2 |
| 1-B | Mazomanie to Sauk City, WI | 9 | July | Sold to State of Wisconsin, AFE 5594-0 |
| 1-B | Middleton to Richland Center, WI | 52 | July | Sold to State of Wisconsin, AFE 5594-0 |
| 1-B | Appleton to South Appleton, WI | 2 | July | Abandoned AB-7, Sub. 93F |
| 5-M | W. Davenport to Culver, IA | 27 | Aug. | Transfer to owned AFE 5289-2 |
| 1-B | Waxdale to Racine, WI | 6 | Nov. | Abandoned AFE 5119-1 |
| 1-B | Janesville to Wheeler Pit, WI | 4 | Dec. | Convert to Side Track |
| 1-B | Janesville to Anderson, WI | 2 | Dec. | Convert to Side Track |
| 1-B | Fox Lake, IL to Walworth, WI | 25 | Dec. | Abandoned AB-7, Sub. 103 |
| 5-B | New Duluth to Fond Du Lac, WI | 6 | Dec. | Agreement cancelled |
| 5-B | Argo to Union Stock Yards, IL | 3 | Dec. | Agreement cancelled |
| 5-B | Savanna to Ebner, IL | <u>13</u> | Dec. | Agreement cancelled |
| Total Decrease | | 843 | | |
| <u>Increases:</u> | | | | |
| 5-M | Ortonville, MN to Milbank, SD | 12 | June | Agreement dated 6-3-82 |
| 1-M | W. Davenport to Culver, IA | 27 | Aug. | AFE 5289-2 |
| 1-M | Muscatine to Washington, IA | 37 | Aug. | AFE 5289-2 |
| 1-B | Muscatine, IA | 1 | Aug. | AFE 5289-2 |
| 4-B | Davenport to Iowa City, IA | 55 | Sept. | Agreement I-830 dated 11-3-81 |
| 5-B | Green Bay to Crivitz, WI | 48 | Sept. | Agreement N-17946 dated 4-26-82 |
| 5-B | Fairmont to Welcome, MN | <u>7</u> | Dec. | Agreement with C&NW dated 4-10-74 |
| Total Increase | | 187 | | |
| Net Decrease | | 656 | | |

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (l); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

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

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other self-powered unit" includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives but which draw their power from the "mother" unit, e.g., boosters,

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

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

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

710. INVENTORY OF EQUIPMENT

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

| Line No. | Type or design of units | Units in service of respondent at beginning of year | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification | Units at Close of Year | | | | |
|----------|--|---|------------------------------|------------------------------|---|--|--|------------------------|--------------------|---|---|------------------|
| | | | Units installed | | | | | Owned and used | Leased from others | Total in service of respondent (col. (h) & (i)) | Aggregate capacity of units reported in col. (j) (see ins. 7) | Leased to others |
| | | | New units purchased or built | New units leased from others | Rebuilt units acquired and rebuilt units rewritten into property accounts | All other units including reclassification and second hand units purchased or leased from others | | | | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) |
| | Locomotive Units | 19 | | | | | 19 | | | | (H.P.) | |
| 1 | Diesel-Freight -----units | 30 | | | | | 23 | 7 | | 7 | 17,100 | |
| 2 | Diesel-passenger -----units | 419 | | | | | 124 | 136 | 159 | 295 | 783,150 | |
| 3 | Diesel-multiple purpose -----units | 140 | | | | | 57 | 83 | | 83 | 118,800 | |
| 4 | Diesel-switching -----units | 608 | | | | | 223 | 226 | 159 | 385 | 919,050 | |
| 5 | Total (lines 1 to 4) -----units | | | | | | | | | | | |
| 6 | Electric-Locomotives ----- | | | | | | | | | | | |
| 7 | Other self powered units ----- | | | | | | | | | | | |
| 8 | Total (lines 5, 6 and 7) ----- | 608 | | | | | 223 | 226 | 159 | 385 | 919,050 | |
| 9 | Auxiliary units ----- | 5 | | | | | 3 | 2 | | 2 | XXXXX | |
| 10 | Total locomotive units (lines 8 and 9) ----- | 613 | | | | | 226 | 228 | 159 | 387 | XXXXXX | |

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

(lines 9, 10 and 11)

| Line No. | Type or design of units | Before Jan. 1, 1960 | Between Jan. 1, 1960, and Dec. 31, 1964 | Between Jan. 1, 1965, and Dec. 31, 1969 | Between Jan. 1, 1970, and Dec. 31, 1974 | Between Jan. 1, 1975 and Dec. 31, 1979 | During Calendar Year | | | | | TOTAL |
|----------|--|---------------------|---|---|---|--|----------------------|------|------|------|------|-------|
| | | | | | | | 1980 | 1981 | 1982 | 1983 | 1984 | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) |
| 11 | Diesel ----- | 97 | 6 | 91 | 127 | 64 | - | - | - | - | | 385 |
| 12 | Electric ----- | | | | | | | | | | | |
| 13 | Other self-powered units ----- | | | | | | | | | | | |
| 14 | Total (lines 11 to 13) ----- | 97 | 6 | 91 | 127 | 64 | | | | | | 385 |
| 15 | Auxiliary units ----- | 2 | | | | | | | | | | 2 |
| 16 | Total Locomotive Units (lines 14 and 15) ----- | 99 | 6 | 91 | 127 | 64 | | | | | | 387 |

710. INVENTORY OF EQUIPMENT—Continued

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

| Line No. | Class of equipment and car designations | Units in service of respondent at beginning of year | Changes During the Year | | | | | Units at Close of Year | | | | |
|----------|--|---|------------------------------|------------------------------|--|--|---|------------------------|--------------------|---|---|------------------|
| | | | Units Installed | | | | Units retired from service of respondent whether owned or leased, including re-classification | Owned and used | Leased from others | Total in service of respondent (col. (h) & (i)) | Aggregate capacity of units reported in col. (j) (see ins. 7) | Leased to others |
| | | | New units purchased or built | New units leased from others | Rebuilt units acquired and rebuilt units re-written into property accounts | All other units, including re-classification and second hand units purchased or leased from others | | | | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) |
| | PASSENGER-TRAIN CARS | | | | | | | | | | | |
| | <i>Non-Self-Propelled</i> | | | | | | | | | | | |
| 17 | Coaches [PA, PB, PBO] | 128 | | | | | 128 | | | | | |
| 18 | Combined cars [All class C, except CSB] | | | | | | | | | | | |
| 19 | Parlor cars [PBC, PC, PL, PO] | | | | | | | | | | | |
| 20 | Sleeping cars [PS, PT, PAS, PDS] | | | | | | | | | | | |
| 21 | Dining, grill and tavern cars | | | | | | | | | | | |
| 22 | [All class D, PD] | | | | | | | | | | XXXX | |
| 23 | Non-passenger carrying cars [All class B, CSB, M, PSA, IA] | | | | | | | | | | | |
| 24 | Total (lines 21 to 27) | 128 | | | | | 128 | | | | XXXX | |
| | <i>Self-Propelled Rail Motorcars</i> | | | | | | | | | | | |
| 25 | Electric passenger cars [EP, ET] | | | | | | | | | | | |
| 26 | Electric combined cars [EC] | | | | | | | | | | | |
| 27 | Internal combustion rail motorcars [ED, EG] | | | | | | | | | | | |
| 28 | Other self-propelled cars | | | | | | | | | | | |
| | Specify types: | | | | | | | | | | | |
| 29 | Total (lines 29 to 32) | | | | | | | | | | | |
| 30 | Total (lines 28 and 29) | 128 | | | | | 128 | | | | | |
| | COMPANY SERVICE CARS | | | | | | | | | | | |
| 31 | Business cars [PV] | 1 | | | | | | 1 | | 1 | XXXX | |
| 32 | Boarding outfit cars [MWX] | 72 | | | | 3 | 22 | 53 | | 53 | XXXX | |
| 33 | Derrick and snow removal cars [MWU, MWV, MWW, MWK] | 79 | | | | | 4 | 75 | | 75 | XXXX | |
| 34 | Dump and ballast cars [MWB, MWD] | 194 | | | | 93 | 23 | 264 | | 264 | XXXX | |
| 35 | Other maintenance and service equipment cars | 819 | | | | 441 | 232 | 1,027 | 1 | 1,028 | XXXX | |
| 36 | Total (lines 35 to 39) | 1,165 | | | | 537 | 281 | 1,420 | 1 | 1,421 | XXXX | |

710. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data:

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

2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (n); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i); units rented from others for a period less than one year should not be included in column (j).

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

| Line No. | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes During the Year | | | |
|----------|---|---|------------|---|--|--|---|
| | | Time-mileage cars | All others | Units Installed | | | |
| | | | | New units purchased or built ¹ | New or rebuilt units leased from others ¹ | Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ | All other units, including reclassification and second-hand units purchased or leased from others |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) |
| | FREIGHT TRAIN CARS | | | | | | |
| 37 | Plain Box Cars - 40' (B100-129) | 1,696 | | | | | 1 |
| 38 | Plain Box Cars - 50' (B200-229; B300-329) | 2,350 | | | | | |
| 39 | Equipped Box Cars (All Code A) | 2,470 | | | | | 253 |
| 40 | Plain Gondola Cars (G092-392; G401-492) | 796 | | | | | 10 |
| 41 | Equipped Gondola Cars (All Codes C and E) | 643 | | | | | |
| 42 | Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754) | 4,420 | 99 | | | | |
| 43 | Open Top Hopper Cars - General Service (All Code H) | 895 | | | | | |
| 44 | Open Top Hopper Cars - Special Service (All Codes J and K) | | | | | | |
| 45 | Refrigerator Cars - Non-mechanical (R100, 101, 102, 103, 105, 106, 107, 108, 109, 113, 114, 115, 116, R200, 201, 202, 203, 205, 206, 207, 208, 209, 213, 214, 215, 216) | 524 | 187 | | | | |
| 46 | Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218) | 178 | | | | | |
| 47 | Flat Cars - TOFC/COFC (F071-078; F871-978; F771-778) | 5 | | | | | |
| 48 | Flat Cars - Multi-level (All Code V) | | 944 | | | | |
| 49 | Flat Cars - General Service (F101-109; F201-209) | 253 | 87 | | 1 | | |
| 50 | Flat Cars - Other (F111-189; 211-289; 301-389; 401-540) | 524 | 914 | | 81 | | 1 |
| 51 | Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5) | | | | | | |
| 52 | Tank Cars - 22,000 Gallons & Over (T-6, T-7, T-8, T-9) | | | | | | |
| 53 | All Other Freight Cars (F191-199; 291; 391; L006-048; L070, L080, L090 - All "L" with second numeric 6; L161-L764; T-770; All Class S) | 445 | | | | | |
| 54 | Total (lines 37 to 53) | 15,199 | 2,231 | | 82 | | 265 |
| 55 | Caboose (All N) | XXX | 348 | | | | |
| 56 | Total (lines 37 to 55) | 15,199 | 2,579 | | 82 | | 265 |

54, 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

| Changes during year (Concluded) | Units At Close of Year | | | | | | Line No. |
|---|------------------------|-----------------------|--|-----------|--|------------------|-------------|
| | 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 | | | |
| Units retired from service of respondent whether owned or leased in- cluding re- classification | (i) | (j) | (k) | (l) | (m) | (n) | |
| (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 986 | 338 | 373 | 711 | | 39,054 | | 37 |
| 984 | 1,223 | 143 | 1,366 | | 108,530 | | 38 |
| 373 | 1,622 | 728 | 2,350 | | 174,903 | | 39 |
| 44 | 762 | | 762 | | 72,834 | | 40 |
| 138 | 310 | 195 | 505 | | 43,056 | | 41 |
| 748 | 2,393 | 1,378 | 3,771 | | 351,974 | | 42 |
| 472 | 374 | 49 | 423 | | 30,495 | | 43 |
| | | | | | | | 44 |
| | | | | | | | 45 |
| 253 | 367 | 91 | 458 | | 32,330 | | 46 |
| 7 | 83 | 88 | 171 | | 11,115 | | 47 |
| | 5 | | 5 | | 198 | | 48 |
| 115 | | 829 | | 829 | 37,132 | | 49 |
| 167 | 174 | | 174 | | 12,823 | | 50 |
| 262 | 483 | 775 | 483 | 775 | 98,674 | | 51 |
| | | | | | | | 52 |
| | | | | | | | 53 |
| 91 | 269 | 85 | 354 | | 19,470 | 112 | 54 |
| 4,640 | 8,403 | 4,734 | 11,533 | 1,604 | 1,032,588 | 112 | 55 |
| 89 | 246 | 13 | xxxx | 259 | xxxxxxxxxxx | | 56 |
| 4,729 | 8,649 | 4,747 | 11,533 | 1,863 | 1,032,588 | 112 | 57 |

710. INVENTORY OF EQUIPMENT—Concluded

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

| Line No. | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes During the Year | | | |
|----------|--|---|-----------|------------------------------|------------------------------|--|---|
| | | Per diem | All other | Units Installed | | | |
| | | | | New units purchased or built | New units leased from others | Rebuilt units acquired and rebuilt units re-written 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 | | | | | | |
| 57 | Self-propelled vessels [Tugboats, car ferries, etc.] | X X X X | | | | | |
| 58 | Non-self-propelled vessels [Car floats, lighters, etc.] | X X X X | 2 | | | | |
| 59 | Total (lines 57 and 58) | X X X X | 2 | | | | |
| | HIGHWAY REVENUE EQUIPMENT | | | | | | |
| 60 | Bogie-chassis | | | | | | |
| 61 | Dry van | | | | | | |
| 62 | Flat bed | | | | | | |
| 63 | Open top | | | | | | |
| 64 | Mechanical refrigerator | | | | | | |
| 65 | Bulk | | | | | | |
| 66 | Insulated | | | | | | |
| 67 | Platform removable sides | | | | | | |
| 68 | Other trailer or container | | | | | | |
| 69 | Tractor | | | | | | |
| 70 | Truck | | | | | | |
| 71 | Total (lines 60 to 71) | | | | | | |

NOTES AND REMARKS

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

| 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 | |
| | | | Pier diem | All other | | | |
| (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| | | | X X X X | | | | 57 |
| 2 | | | X X X X | | | | 58 |
| 2 | | | X X X X | | | | 59 |
| | | | | | | | 60 |
| | | | | | | | 61 |
| | | | | | | | 62 |
| | | | | | | | 63 |
| | | | | | | | 64 |
| | | | | | | | 65 |
| | | | | | | | 66 |
| | | | | | | | 67 |
| | | | | | | | 68 |
| | | | | | | | 69 |
| | | | | | | | 70 |
| | | | | | | | 71 |

NOTES AND REMARKS

710-S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

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

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; and cars should be identified as to special construction or service characteristics such as Aluminum covered hopper cars, 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; 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 refer to and 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.

7. Dollars in thousands.

NEW UNITS

| Line No. | Class of equipment (a) | Number of units (b) | Total weight (tons) (c) | Total cost (d) | Method of acquisition (see instructions) (e) |
|----------|---------------------------|------------------------|-------------------------------|-------------------|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | NONE | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
| 20 | | | | | |
| 21 | | | | | |
| 22 | | | | | |
| 23 | | | | | |
| 24 | | | | | |
| 25 | TOTAL | | XXXX | | XXXX |

REBUILT UNITS

| | | | | | |
|----|-------------|--|------|--|------|
| 26 | | | | | |
| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| 30 | | | | | |
| 31 | | | | | |
| 32 | NONE | | | | |
| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | | | | | |
| 37 | | | | | |
| 38 | TOTAL | | XXXX | | XXXX |
| 39 | GRAND TOTAL | | XXXX | | XXXX |

NOTES AND REMARKS

715. HIGHWAY MOTOR VEHICLE OPERATIONS

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

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 5; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 6; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 7. Vehicle miles in terminal service should be reported on line 8 and 9.

In reporting traffic carried and traffic handled 1 mile on lines 10 to 15, and on lines 20 to 23, both inclusive, show the total

number of tons and ton-miles of revenue freight in column (i) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

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

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

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

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

B. OPERATED BY OTHERS
(Revenue service)

| Line No. | Item (a) | Bogies (b) | Buses (c) | Chassis (d) |
|-------------------------|---------------------------|------------|-----------|-------------|
| Traffic carried: | | | | |
| 20 | Tons—Revenue freight | XXXXXX | XXXXXX | XXXXXX |
| 21 | Revenue passengers | XXXXXX | None | XXXXXX |
| Traffic handled 1 mile: | | | | |
| 22 | Ton-miles—Revenue freight | XXXXXX | XXXXXX | XXXXXX |
| 23 | Revenue passenger-miles | XXXXXX | None | XXXXXX |

715. HIGHWAY MOTOR VEHICLE OPERATIONS—Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which are not

permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

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

| Containers (e) | Semitrailers (f) | Tractors (g) | Trailers (h) | Trucks (i) | Combination bus-trucks (j) | Line No. |
|-------------------|---------------------|-----------------|-----------------|---------------|-------------------------------|-------------|
| | | | | | | 1 |
| | | | | | | 2 |
| | | | | | | 3 |
| | | | | | | 4 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | | 5 |
| XXXXXX | | XXXXXX | | | XXXXXX | 6 |
| XXXXXX | | | | XXXXXX | XXXXXX | 7 |
| | | | | | | 8 |
| | | | | | | 9 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 10 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 11 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 12 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 13 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 14 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 15 |
| | | 3 | | 406 | | 16 |
| | | | | 22 | | 17 |
| | | 2 | | 47 | | 18 |
| | | 1 | | 381 | | 19 |

B. OPERATED BY OTHERS—Concluded
 (Revenue service)

| Containers (e) | Semitrailers (f) | Tractors (g) | Trailers (h) | Truck (i) | Combination bus-trucks (j) | Line No. |
|-------------------|---------------------|-----------------|-----------------|--------------|-------------------------------|-------------|
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | None | XXXXXX | 20 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 21 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | None | XXXXXX | 22 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 23 |

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

Give particulars of highway motor-vehicle enterprises in which the respondent had a financial interest, either directly or indirectly, during the year.

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

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

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

| Line No. | Name and address of highway motor-vehicle enterprise (a) | Nature of respondent's interest (b) | Date on which respondent's direct or indirect interest was originally acquired (c) |
|----------|---|--|---|
| 1 | The Milwaukee Motor Transportation | Direct | December 1942 |
| 2 | Company, Chicago, Illinois | | |
| 3 | | | |
| 4 | M.T.I. Incorporated | Indirect, The Milwaukee | July 1961 |
| 5 | Chicago, Illinois | Motor Transportation | |
| 6 | | Company (Intermediary) | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |

GENERAL INSTRUCTIONS FOR PREPARING SCHEDULES 720, 721, 723, 726, 727, and 728

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

*Track category

- A - Freight density of 20 million or more gross ton-miles per mile per year (including track over which passenger service is provided—see Category F).
- B - Freight density of less than 20 million gross ton-miles per mile per year but at least 5 million (does not include track over which passenger service is provided—see Category F).
- C - Freight density of less than 5 million gross ton-miles per mile per year but at least 1 million (does not include track over which passenger service is provided—see Category F).
- D - Freight density of less than 1 million gross ton-miles per year (does not include track over which passenger service is provided—see Category F).
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in appropriate Category A, B, C, D, F, and Potential Abandonments, as appropriate).

F - Track over which any passenger service is provided (other than potential abandonments); however, if annual freight traffic density is greater than 20 million gross ton-miles per mile per year, the track shall be included in Track Category A.

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

2. Schedules shall only include those lines maintained by the reporting carrier. It 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.

Note: For line segments containing more than single tracks, the total density over the route shall be used to determine track category.
Note: To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

720. TRACK AND TRAFFIC CONDITIONS

1. Disclose the requested information pertaining to track and traffic conditions.
2. Average speed reduction per slow order mile in column (e) shall be based on reduction from the maximum authorized timetable train speeds.

3. Miles under slow order in column (f) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

| Line No. | Track category | Mileage of tracks at end of period | Average annual traffic density in millions of gross ton-miles per mile** | Average running speed limit | Average speed reduction per slow order track mile | Track miles under slow orders at end of period |
|----------|------------------------|------------------------------------|--|-----------------------------|---|--|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | A | 656 | 11.3 | 69 MPH | 27 MPH | 90 |
| 2 | B | 598 | 12.3 | 35 MPH | 10 MPH | 107 |
| 3 | C | 976 | 3.6 | 34 MPH | 9 MPH | 107 |
| 4 | D | 513 | 0.3 | 21 MPH | 12 MPH | 94 |
| 5 | E | 1,013 | XXXXXXX | XXXXX | XXXXX | — |
| 6 | F | 375 | XXXXXXX | XXXXX | XXXXX | 8 |
| 7 | Potential abandonments | 488 | 2.7 | 24 MPH | 5 MPH | 73 |
| 8 | Total | 4,619 | 6.6 | 42 MPH | 13 MPH | 479 |

721. TIES LAID IN REPLACEMENT

- (1) Disclose 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. "% of Spot Maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.

(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 carriers own lines and placing the ties in tracks, and of train service other than that necessary in connection with loading or treatment, should not be included in this schedule.

| Line No. | Track Category (a) | Number of cross-ties laid in replacement | | | | | | | Total (i) | Switch and Bridge Ties (Board feet) (j) | Cross-ties Switch and Bridge Ties |
|----------|---------------------------|--|------------------|-----------------|--------------|------------------|------------------|--------------|------------------|---|-----------------------------------|
| | | New Ties | | | | Second-hand ties | | | | | % of Spot Maintenance (k) |
| | | Wooden | | Concrete (d) | Other (e) | Wooden | | Other (h) | | | |
| | | Treated (b) | Untreated (c) | | | Treated (f) | Untreated (g) | | | | |
| 1 | A | 5,688 | | | | 1,801 | | | 7 | 111 | 91% |
| 2 | B | 43,246 | | | | 14,120 | | | 57 | 163 | 13% |
| 3 | C | 65,880 | | | | 25,651 | | | 92 | 231 | 23% |
| 4 | D | 59,471 | | | | 43,681 | | | 103 | 181 | 11% |
| 5 | E | 7,882 | | | | 13,083 | | | 21 | 221 | 82% |
| 6 | F | 42,794 | | | | 75 | | | 43 | 42 | 7% |
| 7 | Potential Abandonments | 501 | | | | 3,279 | | | 4 | 21 | 100% |
| 8 | Total | 225,462 | | | | 101,690 | | | 327 | 970 | 22% |

9. Average cost per cross tie \$_____ and switch tie (MBM) \$_____

Columns (i) and (j) are in thousands (000).

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

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

In column (a) classify the ties as follows:

(U) Wooden ties untreated when applied.

(T) Wooden ties treated before application.

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

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

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

| Line No. | Class of ties | CROSSTIES | | | SWITCH AND BRIDGE TIES | | | Remarks |
|----------|---|------------------------------|----------------------|--|---|---|---|----------|
| | | Total number of ties applied | Average cost per tie | Total cost of crossties laid in new tracks during year | Number of feet (board measure) laid in tracks | Average cost per M feet (board measure) | Total cost of switch and bridge ties laid in new tracks during year | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| 1 | T | 2,632 | \$ 16.6041 | \$ 44 | 48.2945 | \$507.4458 | \$ 25 | New Ties |
| 2 | T | 1,683 | 1.7500 | 3 | | | | SH Ties |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 13 | | | | | | | | |
| 14 | | | | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |
| 17 | | | | | | | | |
| 18 | | | | | | | | |
| 19 | | | | | | | | |
| 20 | Total | 4,315 | 10.8105 | 47 | 48.2945 | 507.4458 | 25 | |
| 21 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid <u>None</u> | | | | | | | |
| 22 | Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid <u>2.5</u> | | | | | | | |

723. RAILS LAID IN REPLACEMENT

96

- (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. "% of Spot Maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.

(10) The average costs of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The

cost of unloading hauling over carriers own lines, and placing the rails in tracks, and of train service in connection with the distribution of rails, should not be included in this schedule.

| Line No. | Track category (a) | Miles of rail laid in replacement (rail-miles) | | | | Total | | Percent of spot maintenance (h) |
|----------|---------------------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|------------------------------------|
| | | New rail | | Relay rail | | Welded rail (f) | Bolted rail (g) | |
| | | Welded rail (b) | Bolted rail (c) | Welded rail (d) | Bolted rail (e) | | | |
| 1 | A | | 1.43 | 1.08 | 9.28 | 1.08 | 10.71 | 71.2% |
| 2 | B | | 0.89 | 71.60 | 10.74 | 71.60 | 11.63 | 12.9% |
| 3 | C | | 0.41 | 47.00 | 16.47 | 47.00 | 16.88 | 23.9% |
| 4 | D | | 0.29 | 154.00 | 24.61 | 154.00 | 24.90 | 12.6% |
| 5 | E | | 0.25 | | 15.23 | | 15.48 | 98.4% |
| 6 | F | 4.64 | 2.95 | | 2.09 | 4.64 | 5.04 | 21.6% |
| 7 | Potential Abandonments | | 0.03 | | 2.47 | | 2.50 | 98.8% |
| 8 | Other | | | | | | | |
| 9 | TOTAL | 4.64 | 6.25 | 273.68 | 80.89 | 278.32 | 87.14 | 21.0% |

10 Average cost of new and relay rail laid in replacement (gross tons) \$ _____

Road Initials: MILW

Year 19 82

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

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.

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

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

| 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 | | | |
|----------|---|---|----------------------------|--|----------------------------------|---|----------------------------|---|----------------------------------|
| | | Weight of Rail | | Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year | Average cost per ton (2,000 lb.) | Weight of Rail | | Total cost of rail applied in yard, station, team, industry, and other switching tracks during year | Average cost per ton (2,000 lb.) |
| | | Pounds per yard of rail | Number of tons (2,000 lb.) | | | Pounds per yard of rail | Number of tons (2,000 lb.) | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) |
| 1 | 4 | | | | | 131 SH | 301.4310 | 12 | 40.94 |
| 2 | 4 | | | | | 115 SH | 213.0375 | 17 | 80.62 |
| 3 | 4 | | | | | 132 SH | 36.3000 | 4 | 101.30 |
| 4 | 2 | | | | | 132 | 6.7540 | 3 | 480.14 |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | Total | X X X | | | | X X X | 557.5225 | 36 | 65.3533 |
| 17 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid | | | | | | | | None |
| 18 | Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid | | | | | | | | 2.5 |
| 19 | Track-miles of welded rail installed this year | | | | | | | | None |
| | : total to date | | | | | | | | None |

725. WEIGHT OF RAIL

Give the particulars below called for concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly-owned mileage should be included. Under "Weight of rail," the various weights of rails should

be given. 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) | |
|----------|------------------------------|---|--|-------------------------|---------------------|
| | Pounds | | | Weight of Rail Per Yard | Miles of Main Track |
| 1 | 140 | 1 | | | |
| 2 | 133 | 2 | | | |
| 3 | 132 | 543 | | 65 | 16 |
| 4 | 131 | 599 | | 60 | 3 |
| 5 | 130 | 28 | | | |
| 6 | 119 | 7 | | | |
| 7 | 115 | 354 | | | 3,024 |
| 8 | 112 | 525 | | | |
| 9 | 110 | 8 | | | |
| 10 | 100 | 304 | | | |
| 11 | 90 | 517 | | | |
| 12 | 85 | 72 | | | |
| 13 | 80 | 2 | | | |
| 14 | 75 | 40 | | | |
| 15 | 70 | 3 | | | |
| 16 | | | | | |

726. SUMMARY OF TRACK MAINTENANCE

1. Disclose the requested information concerning the summary of track maintenance.

2. In column (d), (f), and (i) give the percentage of replacements to total units of property at year end.

| Line No. | Track category (a) | Ties | | | | Rail | | Ballast | Track surfacing | |
|----------|------------------------|-------------------------|--|------------------|--|---|-------------------------|---|-----------------------|-------------------------|
| | | Number of ties replaced | | Percent replaced | | Miles of rail replaced (rail-miles) (e) | Percent replaced (f) | Cubic yards of ballast placed (g) | Miles surfaced (h) | Percent surfaced (i) |
| | | Crossties (b) | Switch and Bridge Ties (Board Feet) (c) | Crossties (d) | Switch and Bridge Ties (Board Feet) (d) | | | | | |
| 1 | A | 7 | 111 | 0.4% | | 11.79 | 0.90% | 59,473 | 10.0 | 1.52% |
| 2 | B | 57 | 163 | 3.2 | | 83.23 | 6.96 | 223,334 | 71.9 | 12.03 |
| 3 | C | 92 | 231 | 3.1 | | 63.88 | 3.27 | 213,081 | 51.3 | 5.25 |
| 4 | D | 103 | 181 | 6.6 | | 178.90 | 17.43 | 114,814 | 31.9 | 6.22 |
| 5 | E | 21 | 221 | 0.7 | | 15.48 | 0.76 | 11,183 | 3.5 | 0.35 |
| 6 | F | 43 | 42 | 3.8 | | 9.68 | 1.29 | 110,428 | 23.5 | 6.27 |
| 7 | Potential abandonments | 4 | 21 | 0.3 | | 2.50 | 0.26 | 6,101 | 0.0 | 0.00 |
| 8 | Total | 327 | 970 | 2.3% | | 365.46 | 3.96% | 738,414 | 192.1 | 4.16% |

727. TEN-YEAR SUMMARY OF TRACK MAINTENANCE

1. Report in appropriate columns total numbers of replacements for all categories of track lines and the percentage of replacements to the units of property.

2. Explain in "Remarks" changes in track mileage due to acquisition, mergers, major abandonments and other disposals.

| Line No. | Year (a) | Ties | | | | Rail | | Ballast | Track surfacing | |
|----------|------------------------|-------------------------|--|------------------|--|---|-------------------------|---|-----------------------|-------------------------|
| | | Number of ties replaced | | Percent replaced | | Miles of rail replaced (rail-miles) (e) | Percent replaced (f) | Cubic yards of ballast placed (g) | Miles surfaced (h) | Percent surfaced (i) |
| | | Crossties (b) | Switch and Bridge Ties (Board Feet) (c) | Crossties (d) | Switch and Bridge Ties (Board Feet) (d) | | | | | |
| 1 | Current year 1982 | 327 | 970 | 2.3% | | 365.46 | 3.96% | 738,414 | 192.1 | 4.16% |
| 2 | First preceding 1981 | 869 | 1,591 | 5.2 | | 350.78 | 3.17 | 831,009 | 231.6 | 4.19 |
| 3 | Second preceding 1980 | 776 | 1,263 | 4.7 | | 240.49 | 2.09 | 322,214 | 112.4 | 1.95 |
| 4 | Third preceding 1979 | 1,066 | 1,463 | 3.1 | | 202.26 | 0.85 | 789,976 | 535.7 | 4.48 |
| 5 | Fourth preceding 1978 | 756 | 1,235 | 2.2 | | 171.95 | 0.70 | 364,035 | 108.1 | 0.88 |
| 6 | Fifth preceding 1977 | 776 | 1,288 | 2.2 | | 138.14 | 0.54 | 254,408 | 145.2 | 1.14 |
| 7 | Sixth preceding 1976 | 414 | 1,307 | 1.1 | | 140.88 | 0.55 | 141,641 | 70.8 | 0.55 |
| 8 | Seventh preceding 1975 | 384 | 1,048 | 1.0 | | 149.83 | 0.58 | 107,341 | 55.9 | 0.43 |
| 9 | Eighth preceding 1974 | 626 | 1,290 | 1.7 | | 214.42 | 0.82 | 312,977 | 286.0 | 2.18 |
| 10 | Ninth preceding 1973 | 589 | 1,345 | 1.6 | | 320.89 | 1.21 | 212,282 | 284.4 | 2.15 |

REMARKS

Columns (b) and (c) are in thousands (000) for both Schedule 726 and 727.

Columns (h) and (i) for both Schedule 726 and 727 contain only those miles resurfaced with new ballast.

728. DEFERRED MAINTENANCE-TRACKS

- (1) Disclose the requested information concerning the monetary and quantity of deferred maintenance of tracks.
- (2) Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

| Line No. | Type of Track | Monetary Amount of Deferred Maintenance | |
|----------|----------------------------|---|-----------------------|
| | | End of the Year | Beginning of the Year |
| | (a) | (b) | (c) |
| 1 | A | \$ 19,309,000 | \$ 12,745,000 |
| 2 | B | 22,312,000 | 34,841,000 |
| 3 | C | 65,365,000 | 41,143,000 |
| 4 | D | 31,817,000 | 31,754,000 |
| 5 | E | 39,415,000 | 48,065,000 |
| 6 | F | 9,063,000 | 9,338,000 |
| 7 | Potential Abandonments | 32,123,000 | 105,276,000 |
| 8 | Total Tracks | 219,404,000 | 283,162,000 |
| | Selected Track Maintenance | Quantities of Deferred Maintenance | |
| | | End of the Year | Beginning of the Year |
| 9 | Crossties | 2,383,000 ea. | 3,188,000 ea. |
| 10 | Rail | 696 track miles | 969 track miles |
| 11 | Ballast | 1,838,000 c.y. | 2,493,000 c.y. |

Remarks

Deferred maintenance, for this purpose, is that work required to restore the trackage to its desired utility.

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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.) | |
|----------|-----------------------------------|-----------------------------|-----------------------|----------------------------------|---------------------------|
| | | Diesel oil (gallons) (b) | Kilowatt-hours (c) | Coal (tons) (d) | Fuel oil (gallons) (e) |
| 1 | Freight <i>33,149,176</i> | 30,745,176 | | | |
| 2 | Passenger | 2,740,694 | | | |
| 3 | Yard switching | 6,054,950 | | | |
| 4 | Total <i>41,944,820</i> | 39,540,820 | | | |
| 5 | Cost of Fuel* | \$ 39,187 | \$ | \$ | \$ |
| 6 | Work Train | 929,949 | | | |

B. RAIL MOTORCARS

| Line No. | Kind of locomotive service (f) | Diesel | Electric | Gasoline |
|----------|-----------------------------------|-----------------------------|-----------------------|---------------------------|
| | | Diesel oil (gallons) (g) | Kilowatt-hours (h) | Gasoline (gallons) (i) |
| 7 | Freight | | | |
| 8 | Passenger | | | |
| 9 | Yard switching | | | |
| 10 | Total | | | |
| 11 | Cost of Fuel* | \$ | \$ | \$ |
| 12 | Work Train | | | |

*Show 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. (Dollars in thousands)

755 Railroad Operating Statistics

Unit Train, Way Train, and Through data under Items, 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit Trains, for the purpose of this report, are defined as a solid train with a fixed, coupled consist operated continuously, in shuttle service under load from origin and delivered intact at destination, and returning empty for reloading at the same origin. 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) Miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

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

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

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

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

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

(G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed 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. Report under Railroad owned and leased miles. Items 4-1 and 4-11 both foreign cars and respondents' own cars while on the line of the respondent railroad. Report in Items 4-13 and 4-15 miles for private-line cars (whether under railroad control or not) and shipper owned cars under the private-line category. A car-mile is a movement of a unit of car equipment a distance of one 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. That is, 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; miles run by other passenger-train cars where services are combined such as baggage, express and mail.

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

(L) Compute from conductors' train reports or other appropriate source. 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.e.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 train 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 8-02 train switching hours included in Item 8-01. 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.

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(N) Yard switching 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 in: (1) a way train from the origination point; (2) in two through trains; and (3) in a way train to the destination point, the total count of loaded cars would be four—two counts for the movements in the way trains and two counts for the movement 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 loaded cars.

(Q) Report vehicles (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 total number of loaded revenue trailers/containers picked up plus trailers/containers delivered, when the work is performed at the railroad's expense.

(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 as "on line". Unserviceable cars include cars out of service in connection with repair work. It includes 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), cars 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, et cetera, cars stored because of seasonal decline in traffic, such as coal cars, ore cars, et cetera. 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, 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, et cetera, for the purpose of being loaded.

Schedule 755 Railroad Operating Statistics

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---|-------------|-------------------------|---------------------------|
| 1. Miles of Road Operated (A) | 1 | 3,269 | |
| 2. Train Miles-Running (B) | | | |
| 2-01 Unit Trains | 2 | 292,086 | |
| 2-02 Way Trains | 3 | 288,233 | 772,263 |
| 2-03 Through Trains | 4 | 4,549,850 | |
| 2-04 Total Train Miles (lines 2-4) | 5 | 5,130,169 | 772,263 |
| 2-05 Motorcars (C) | 6 | | |
| 2-06 Total, All Trains (lines 5,6) | 7 | 5,130,169 | 772,263 |
| 3. Locomotive Unit Miles: (D) | | | |
| Road Service: (E) | | | |
| 3-01 Unit Trains | 8 | 1,068,177 | |
| 3-02 Way Trains | 9 | 458,097 | 788,495 |
| 3-03 Through Trains | 10 | 10,019,789 | |
| 3-04 Total (lines 8-10) | 11 | 11,546,063 | 788,495 |
| 3-11 Train Switching: (F) | 12 | 112,498 | |
| 3-21 Yard Switching: (G) | 13 | 2,555,523 | 8,544 |
| 3-31 Total All Services (lines 11,12, 13) | 14 | 14,214,084 | 797,039 |
| 4. Freight Car-Miles: (Thousands)(H) | | | |
| 4-01 RR Owned & Leased Cars-Loaded | | | |
| 4-010 Box-Plain 40-Foot | 15 | 4,458 | |
| 4-11 Box-Plain 50-Foot & Longer | 16 | 20,052 | |
| 4-012 Box-Equipped | 17 | 20,569 | |
| 4-013 Gondola-Plain | 18 | 3,884 | |
| 4-014 Gondola-Equipped | 19 | 1,101 | |
| 4-015 Hopper-Covered | 20 | 16,961 | |
| 4-016 Hopper-Open Top-General Service | 21 | 5,738 | |
| 4-017 Hopper-Open Top-Special Service | 22 | | |
| 4-018 Refrigerator-Mechanical | 23 | 1,617 | |
| 4-019 Refrigerator-Non-Mechanical | 24 | 5,791 | |
| 4-020 Flat-TOFC/COFC | 25 | 1,780 | |
| 4-021 Flat Multi-Level | 26 | 1,390 | |
| 4-022 Flat-General Service | 27 | 665 | |
| 4-023 Flat-All Other | 28 | 9,207 | |
| 4-024 All Other Car Types-Total | 29 | 5,447 | |
| 4-025 Total (lines 15-29) | 30 | 98,660 | |
| 4-11 RR Owned & Leased Cars-Empty | | | |

Schedule 755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---------------------------------------|-------------|-------------------------|---------------------------|
| 4-110 Box-Plain 40-Foot | 31 | 3,165 | |
| 4-111 Box-Plain 50-Foot & Longer | 32 | 13,158 | |
| 4-112 Box-Equipped | 33 | 15,843 | |
| 4-113 Gondola-Plain | 34 | 5,420 | |
| 4-114 Gondola-Equipped | 35 | 1,086 | |
| 4-115 Hopper-Covered | 36 | 21,958 | |
| 4-116 Hopper-Open Top-General Service | 37 | 3,287 | |
| 4-117 Hopper-Open Top-Special Service | 38 | | |
| 4-118 Refrigerator-Mechanical | 39 | 1,540 | |
| 4-119 Refrigerator-Non-Mechanical | 40 | 4,055 | |
| 4-120 Flat-TOFC/COFC | 41 | 576 | |
| 4-121 Flat-Multi-Level | 42 | 3,402 | |
| 4-123 Flat-General Service | 43 | 335 | |
| 4-123 Flat-All Other | 44 | 10,389 | |
| 4-124 All Other Car Types | 45 | 1,245 | |
| 4-125 Total (lines 31-45) | 46 | 85,459 | |
| 4-13 Private Line Cars-Loaded (H) | | | |
| 4-130 Box-Plain 40-Foot | 47 | | |
| 4-131 Box-Plain 50-Foot & Longer | 48 | 1,513 | |
| 4-132 Box-Equipped | 49 | | |
| 4-133 Gondola-Plain | 50 | | |
| 4-134 Gondola-Equipped | 51 | 1 | |
| 4-135 Hopper-Covered | 52 | 14,875 | |
| 4-136 Hopper-Open Top-General Service | 53 | | |
| 4-137 Hopper-Open Top-Special Service | 54 | | |
| 4-138 Refrigerator-Mechanical | 55 | 49 | |
| 4-139 Refrigerator-Non-Mechanical | 56 | 1,702 | |
| 4-140 Flat-TOFC/COFC | 57 | 23,239 | |
| 4-141 Flat-Multi-Level | 58 | | |
| 4-142 Flat-General Service | 59 | | |
| 4-143 Flat-All Other | 60 | 159 | |
| 4-144 Tank Under 22,000 Gallons | 61 | 7,860 | |
| 4-145 Tank-22,000 Gallons and Over | 62 | 2,252 | |
| 4-146 All Other Car Types | 63 | 1,709 | |
| 4-147 Total (lines 47-63) | 64 | 53,359 | |
| 4-15 Private Line Cars-Empty (H) | | | |
| 4-150 Box-Plain 40-Foot | 65 | | |

Schedule 755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---|-------------|-------------------------|---------------------------|
| 4-151 Box-Plain 50-Foot & Longer | 66 | | |
| 4-152 Box Equipped | 67 | | |
| 4-153 Gondola-Plain | 68 | 1 | |
| 4-154 Gondola-Equipped | 69 | 4 | |
| 4-155 Hopper-Covered | 70 | 11,361 | |
| 4-156 Hopper-Open Top-General Service | 71 | | |
| 4-157 Hopper-Open Top-Special Service | 72 | | |
| 4-158 Refrigerator-Mechanical | 73 | | |
| 4-159 Refrigerator-Non-Mechanical | 74 | 2,624 | |
| 4-160 Flat-TOFC/COFC | 75 | 374 | |
| 4-161 Flat-Multi-Level | 76 | | |
| 4-162 Flat-General Service | 77 | 76 | |
| 4-163 Flat-All Other | 78 | 39 | |
| 4-164 Tank-Under 22,000 Gallons | 79 | 8,076 | |
| 4-165 Tank-22,000 Gallons and Over | 80 | 2,278 | |
| 4-166 All Other Car Types | 81 | 4,662 | |
| 4-167 Total (lines 65-81) | 82 | 29,495 | |
| 4-17 Work Equipment Car-miles | 83 | | |
| 4-18 No payment Car miles (I) | 84 | 50,797 | |
| 4-19 Total Car-Miles by Train Type: | | | |
| 4-180 Unit Trains | 85 | 35,372 | |
| 4-181 Way Trains | 86 | 11,467 | |
| 4-182 Through Trains | 87 | 270,930 | |
| 4-183 Total (line 85-88) | 88 | 317,769 | |
| 4-20 Caboose Miles | 89 | 5,105 | |
| 5. Passenger Car-Miles: (Thousands)(j) | | | |
| 5-01 Coaches | 90 | | 3,221 |
| 5-02 Combination, Passenger Cars | 91 | | |
| 5-03 Sleeping and Parlor Cars | 92 | | |
| 5-04 Dining, Grill and Tavern Cars | 93 | | |
| 5-05 Head-end Cars (Other than 5-02) | 94 | | |
| 5-06 Total (lines 90-94) | 95 | | 3,221 |
| 5-07 Business Cars | 96 | | |
| 5-08 Crew Cars (Other than Cabs) | 97 | | |
| 6. Gross Ton-Miles: (Thousands)(K) | | | |
| 6-01 Road Locomotives | 98 | 1,873,677 | 134,471 |
| 6-02 Freight Trains, Crs., Cnts., and Caboose | | | |

Schedule 755 Railroad Operating Statistic—Concluded

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|--|-------------|-------------------------|---------------------------|
| 6-020 Unit Trains | 99 | 2,081,945 | |
| 6-021 Way Trains | 100 | 631,748 | |
| 6-022 Through Trains | 101 | 16,401,307 | |
| 6-03 Passenger-Trains, Crs., and Cnts. | 102 | | 173,646 |
| 6-04 Non-Revenue | 103 | | |
| 6-05 Total (lines 98-103) | 104 | 20,988,677 | 308,117 |
| 7. Tons of Freight (Thousands) | | | |
| 7-01 Revenue | 105 | 29,556 | |
| 7-02 Non-Revenue | 106 | 155 | |
| 7-03 Total (lines 105, 106) | 107 | 29,711 | |
| 8. Ton-Miles of Freight (Thousands)(L) | | | |
| 8-01 Revenue-Road Service | 108 | 9,328,835 | |
| 8-02 Revenue-Lake Transfer Service | 109 | | |
| 8-03 Total (lines 108, 109) | 110 | 9,328,835 | |
| 8-04 Non-Revenue-Road Service | 111 | 22,161 | |
| 8-05 Non-Revenue-Lake Transfer | 112 | | |
| 8-06 Total (lines 111, 112) | 113 | 22,161 | |
| 8-07 Total-Revenue & Non-Revenue (lines 110, 113) | 114 | 9,350,996 | |
| 9. Train Hours: (M) | | | |
| 9-01 Road Service | 115 | 221,951 | 23,724 |
| 9-02 Train Switching | 116 | 9,133 | |
| 10. Total Yard-Switching Hours (N) | 117 | 379,085 | 1,424 |
| 11. Train-Miles Work Trains: (O) | | | |
| 11-01 Locomotives | 118 | 18,001 | |
| 11-02 Motorcars | 119 | | |
| 12. Number of Loaded Freight Cars: (P) | | | |
| 12-01 Unit Trains | 120 | 133,583 | |
| 12-02 Way Trains | 121 | 847,158 | |
| 12-03 Through Trains | 122 | 1,333,824 | |
| 13. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q) | 123 | 91,505 | |
| 14. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q) | 124 | 215,688 | |
| 15. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R) | 125 | | |
| 16. Revenue Tons-Marine Terminal (S) | | | |
| 16-01 Marine Terminals-Coal | 126 | | |
| 16-02 Marine Terminals-Ore | 127 | | |
| 16-03 Marine Terminals-Other | 128 | | |
| 16-04 Total (lines 126-128) | 129 | | |
| 17. Number of Foreign Per Diem Cars on Line (T) | | | |
| 17-01 Serviceable | 130 | 12,569 | |
| 17-02 Unserviceable | 131 | 121 | |
| 17-03 Surplus | 132 | | |
| 17-04 Total (Lines 130-132) | 133 | 12,690 | |

800. CONTRACTS, AGREEMENTS, ETC.

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

- (a) Freight or transportation companies or lines.
- (b) Other railway companies.
- (c) Steamboat or steamship companies.
- (d) Telegraph companies.
- (e) Telephone companies.
- (f) Equipment purchased under conditional sales contracts.
- (g) Routing traffic of affiliated companies.
- (h) Other contracts.

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

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

4. Under item 1(g), give particulars of arrangements, written or oral with affiliated companies for routing of traffic. Through route arrangements for handling of traffic interchanged with carrier affiliates should not be reported.

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

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$50,000 per year, and which, by its terms, is otherwise unimportant.

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

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

9. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by 49 U.S.C. 10764 of the revised, Interstate Commerce Act, which reads as follows:

(a)(1) A common carrier providing transportation subject to the jurisdiction of the Interstate Commerce Commission under subchapter I of chapter 105 of this title shall file with the Commission a copy of each arrangement related to transportation affected by this subtitle that the carrier has with another common carrier. The Commission may require other carriers and brokers subject to its jurisdiction under chapter 105 to file a copy of each arrangement related to transportation or service affected by this subtitle that they have with other persons.

(2) When the Commission finds that filing a class of arrangements by a carrier subject to its jurisdiction under subchapter I of that chapter is not necessary in the public interest, the Commission may except the class from paragraph (1) of this subsection.

(b) The Commission may disclose the existence or contents of an arrangement between a contract carrier and a shipper filed under subsection (a) of this section only if the disclosure is—

(1) limited to those parts of the arrangement that are necessary to indicate the extent of its failure to conform to a tariff then in effect under section 10762 of this title; or

(2) consistent with the public interest and made as a part of the record in a formal proceeding.

1. (a) None

1. (b) Letter Agreement dated January 19, 1982 between the respondent and Soo Line Railroad Company approving schedule of revised rates for services performed by the Milwaukee for the Soo Line in Milwaukee, Wisconsin.

Letter Agreement dated January 25, 1982 between Conrail and the respondent providing for an increase in the per car mile charge, effective July 1, 1981, for the respondent's use of Conrail's trackage between Gibson and Terre Haute, Indiana.

Letter Agreement dated February 18, 1982 between the respondent and Conrail providing for an increase in the per car mile charge, effective July 1, 1981, for Conrail's use of respondent's trackage between Terre Haute (Preston) and Chase, Indiana.

Agreement dated August 23, 1982 between William M. Gibbons, Trustee of the property of the Chicago, Rock Island and Pacific Railroad Company, Debtor, and the respondent whereby Trustee Gibbons assigned to the respondent his right, title and interest in various agreements relating to railroad properties purchased by the respondent.

1. (b) Agreement dated March 9, 1982 between the Indiana Harbor Belt Railroad Company and the respondent providing for direct interchange of cars from the respondent to:

1. Missouri Pacific Railroad Company at Yard Center, Dolton, Illinois.
2. Louisville & Nashville Railroad Company at Markham Yard, Hazel Crest, Illinois.
3. Illinois Central Gulf Railroad Company at Markham Yard, Hazel Crest, Illinois.

Trackage Rights Agreement dated April 26, 1982 between the Escanaba & Lake Superior Railroad Company and the respondent covering joint E&LS-Milwaukee use of the line of railroad between Green Bay and Crivitz, Wisconsin.

Purchase and Sale Agreement dated April 26, 1982 between the respondent and Escanaba & Lake Superior Railroad Company providing for sale of respondent's line from Green Bay, Wisconsin to Iron Mountain, Michigan to the E&LS.

Agreement dated May 24, 1982 between the respondent and Grand Trunk Corporation for the purpose of preserving and improving existing through routes and services, and to establish and implement run-through train services and other voluntary coordinations.

Agreement dated June 3, 1982 between the respondent and Burlington Northern Railroad Company whereby the respondent grants to the BN trackage rights over the respondent's line of Railroad between Appleton and Ortonville, Minnesota.

Agreement dated June 3, 1982 between the Burlington Northern Railroad Company and the respondent whereby the BN is agreeable to the respondent's use of South Dakota Railroad Authority's line of Railroad between Ortonville, Minnesota and Milbank, South Dakota.

Detour Agreement dated July 1, 1982 between Southeastern Wisconsin Transportation Company ("SWTC") and the respondent authorizing temporary use by SWTC of the respondent's line of Railroad between Middleton and Janesville, Wisconsin via Milton Junction, Wisconsin.

Agreement dated July 6, 1982 between Wisconsin and Western Railroad Company and the respondent granting to the Wisconsin and Western Railroad Company trackage rights over the respondent's line of Railroad between Middleton and Monona Tower (Madison), Wisconsin.

Agreement dated July 6, 1982 between the respondent and William M. Gibbons, Trustee of the property of the Chicago, Rock Island and Pacific Railroad Company, Debtor, covering the respondent's purchase of the Rock Island's line of railroad between Clinton and Washington, Iowa.

1. (b) Letter Agreement dated August 24, 1982 between the Indiana Harbor Belt Railroad Company and the respondent establishing a new puller rate of \$26.50 per car to be paid the IHB effective July 1, 1982 for delivering respondent's cars to Conrail in the Chicago Terminal, Illinois area.

Letter Agreement dated August 24, 1982 between the Indiana Harbor Belt Railroad Company and the respondent establishing a new puller rate of \$26.50 per car to be paid the IHB effective July 1, 1982 for delivering respondent's cars to the Grand Trunk Western Railroad Company in the Chicago Terminal, Illinois area.

Stock Acquisition Agreement dated August 17, 1982 between respondent, Milwaukee Land Company and Grand Trunk Corporation providing for the acquisition of the respondent by GTC.

Letter Agreement dated September 14, 1982 between the Indiana Harbor Belt Railroad Company and the respondent providing for a new mileage rate to be paid by the respondent for the use of IHB trackage between North Harvey, Illinois and Gibson, Indiana.

1. (c) (d) (e) None

1. (f) Lease Agreement dated as of September 15, 1982 between Portec Lease Corp. and the respondent covering the respondent's lease of 210 coal cars.

1. (g) None

1. (h) Transition Agreement dated August 20, 1982 between the respondent and the Regional Transportation Authority covering the RTA's operation of the commuter lines effective October 1, 1982.

Letter Agreement dated December 23, 1982 between respondent and the Regional Transportation Authority together with copy of revised Appendix B covering revised funding levels for projects covered by Agreement #2 dated April 23, 1979 for Construction of Fixed Facilities in commuter territory.

Agreement No. 1 for Rehabilitation of Rolling Stock dated June 11, 1982 between the Regional Transportation Authority and the respondent.

850. COMPETITIVE BIDDING—CLAYTON ANTITRUST ACT

Section 10 of the Clayton Antitrust Act (15 U.S.C. 20) states that "no common carrier engaged in commerce shall have any dealings in securities, supplies or other articles of commerce, or shall make or have any contracts for construction or maintenance of any kind, to the amount of more than \$50,000, in the aggregate, in any one year, with another corporation, firm, partnership or association when the said common carrier shall have upon its board of directors or as its president, manager or as its purchasing or selling officer, or agent in the particular transaction, any person who is at the same time a director, manager, or purchasing or selling officer of, or who has any substantial interest in, such other corporation, form, partnership or association, unless and

except such purchases shall be made from, or such dealings shall be made with, the bidder whose bid is the most favorable to such common carrier, to be ascertained by competitive bidding under regulations to be prescribed by rule or otherwise by the Interstate Commerce Commission." The specification for competitive bids is found in the Code of Federal Regulations, Part 1010-Competitive Bids through Part 1010.7 - Carriers Subject to the Interstate Commerce Act.

In column (g), identify the company awarded the bid by including company name and address, name and title of respondent officers, directors, selling officer, purchasing officer and/or general manager that has an affiliation with the seller.

| | Nature of bid (a) | Date Published (b) | Contract number (c) | No. of bidders (d) | Method of awarding bid (e) | Date filed with the Commission (f) | Company awarded bid (g) |
|----|----------------------|-----------------------|------------------------|-----------------------|-------------------------------|--|----------------------------|
| 1 | None | | | | | | |
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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 DuPage

D. A. Josh, Jr. makes oath and says that he is Comptroller

(Insert here name of the affiant) Richard B. Ogilvie, Trustee of the Property of Chicago, Milwaukee,
 Of St. Paul and Pacific Railroad Company, Debtor (Insert here the official title of the affiant)

(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 82, to and including December 31, 19 82

D. A. Josh Jr.
 (Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 27th day of April, 19 83

My commission expires May 8, 1984

Use an
 L.S.
 impression seal

Karen L. Ham
 (Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of The Comptroller has direct charge of the accounts and financial
books and records of the respondent.

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)

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MONTHLY REPORT OF EMPLOYEES, SERVICE, AND COMPENSATION

Full name of reporting company CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

(If a system report, give names of all operating roads included)

MILES OF LINE COVERED BY THIS REPORT 3368

Month of Jan, 1982
For calendar year Jan. 1 to Dec. 31, 1982

| DIVISION NO. | REPORTING DIVISION | NUMBER OF EMPLOYEES WHOSE NAMES WERE ON ROLL DURING MONTH | NUMBER OF EMPLOYEES WHOSE NAMES WERE ON ROLL DURING MONTH (See instruction) | SERVICE HOURS | | | COMPENSATION* | | | | | DIVISION NO. | |
|--|--|---|---|--|------------------------------------|--|---------------------|--|------------------------------------|--|------------|--------------|------|
| | | | | TIME ACTUALLY WORKED AND PAID FOR AT STRAIGHT TIME RATES | OVERTIME PAID FOR AT PREMIUM RATES | VACATIONS, HOLIDAYS AND OTHER ALLOWANCES | TOTAL TIME PAID FOR | TIME ACTUALLY WORKED AND PAID FOR AT STRAIGHT TIME RATES | OVERTIME PAID FOR AT PREMIUM RATES | VACATIONS, HOLIDAYS AND OTHER ALLOWANCES | TOTAL | | |
| | | | | | | | | | | | | | (1) |
| I. EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS | | | | | | | | | | | | | |
| (901) | Executive, general officers, and assistants | 188 | 188 | 397 555 | | | 397 555 | 8 048 717 | | | | 8 048 717 | 1 |
| | Division officers, assistants, and staff assistants | 184 | 184 | 371 106 | | | 371 106 | 6 239 267 | | | | 6 239 267 | 2 |
| | Total (executive, officials, and staff assistants) | 372 | 372 | 768 661 | | | 768 661 | 14 287 984 | | | | 14 287 984 | (90) |
| II. PROFESSIONAL, CLERICAL, AND GENERAL | | | | | | | | | | | | | |
| 3 | Professional and subprofessional assistants | 155 | 156 | 312 516 | | | 312 516 | 4 562 738 | | | | 4 562 738 | 3 |
| 4 | Supervisory or chief clerks (major departments) | 8 | 9 | 16 435 | 105 | 1 416 | 17 956 | 219 713 | 1 730 | 17 832 | 239 245 | 4 | |
| 5 | Chief clerks (minor departments) and assistant chief clerks and supervising cashiers | 131 | 136 | 241 949 | 6 102 | 37 103 | 285 154 | 2 786 820 | 101 702 | 425 267 | 3 313 489 | 5 | |
| 6 | Clerks and clerical specialists (A) | 96 | 98 | 183 325 | 3 412 | 17 250 | 203 987 | 2 146 791 | 55 144 | 193 103 | 2 395 038 | 6 | |
| 7 | Clerks (B and C) | 427 | 466 | 183 041 | 28 261 | 133 131 | 344 433 | 8 213 634 | 440 347 | 1 409 441 | 10 063 422 | 7 | |
| 8 | Mechanical device operators (office) | 42 | 47 | 76 995 | 4 277 | 12 668 | 93 907 | 821 106 | 70 283 | 134 645 | 1 026 034 | 8 | |
| 9 | Stenographers and secretaries (A) | 51 | 53 | 85 298 | 97 | 10 408 | 105 803 | 1 043 899 | 1 502 | 117 101 | 1 162 502 | 9 | |
| 10 | Stenographers and typists (B) | 67 | 71 | 124 065 | 428 | 14 486 | 138 779 | 1 279 493 | 6 397 | 153 370 | 1 438 260 | 10 | |
| 11 | Storekeepers, sales agents, and buyers | 28 | 29 | 55 669 | 99 | 2 004 | 57 772 | 763 776 | 1 611 | 23 666 | 789 053 | 11 | |
| 12 | Ticket agents and assistant ticket agents | | | | | | | | | | | 12 | |
| 13 | Traveling auditors or accountants | 8 | 8 | 14 096 | 20 | 1 200 | 15 316 | 199 312 | 361 | 15 682 | 215 355 | 13 | |
| 14 | Telephone switchboard operators and office assistants | 7 | 8 | 12 751 | 1 319 | 2 456 | 16 526 | 126 116 | 19 617 | 24 380 | 170 110 | 14 | |
| 15 | Messengers and office boys | 2 | 2 | 3 164 | | 656 | 3 820 | 31 858 | | 6 667 | 38 525 | 15 | |
| 16 | Elevator operators and other office attendants | | | | | | | | | | | 16 | |
| 17 | Lieutenants and sergeants of police | 49 | 50 | 95 435 | 2 280 | 6 521 | 104 236 | 1 177 700 | 26 980 | 73 727 | 1 278 407 | 17 | |
| 18 | Patrolmen and watchmen | 10 | 12 | 30 135 | 545 | 2 332 | 33 002 | 224 966 | 5 873 | 23 066 | 253 845 | 18 | |
| 19 | Traffic and various other agents, inspectors, and investigators | 62 | 62 | 124 400 | | | 124 400 | 1 817 061 | | | 1 817 061 | 19 | |
| 20 | Claim agents or investigators | 8 | 8 | 16 528 | | | 16 528 | 239 486 | | | 239 486 | 20 | |
| 21 | Freight claim agents or investigators | 8 | 9 | 15 296 | | 2 072 | 17 368 | 191 042 | | | 191 042 | 21 | |
| 22 | Chief claim agents or investigators | 8 | 8 | 16 128 | | | 16 128 | 253 945 | | | 253 945 | 22 | |
| 23 | Miscellaneous trades workers (other than plumbers) | | | | | | | | | | | 23 | |
| 24 | Motor vehicle and motor car operators | 56 | 59 | 101 412 | 5 548 | 15 467 | 122 427 | 1 042 342 | 87 951 | 163 887 | 1 294 180 | 24 | |
| 25 | Teamsters and stablemen | | | | | | | | | | | 25 | |
| 26 | Janitors and cleaners | 15 | 19 | 35 790 | 325 | 5 321 | 31 436 | 249 958 | 4 969 | 51 770 | 306 697 | 26 | |
| (902) | Total (professional, clerical, and general) | 1 238 | 1 307 | 2 234 738 | 52 785 | 264 491 | 2 651 714 | 27 391 756 | 824 304 | 2 858 014 | 31 074 074 | (91) | |
| III. MAINTENANCE OF WAY AND STRUCTURES | | | | | | | | | | | | | |
| 27 | Roadmasters, general foremen, and assistants | 40 | 42 | 84 720 | | 16 | 84 736 | 1 254 602 | | 146 | 1 254 748 | 27 | |
| 28 | Maintenance of way and scale inspectors | 45 | 51 | 104 212 | 8 536 | 4 738 | 117 486 | 1 168 297 | | 53 220 | 1 334 822 | 28 | |
| 29 | Bridge and building gang foremen (skilled labor) | 35 | 36 | 66 889 | 4 569 | 5 804 | 77 262 | 790 375 | 133 305 | 66 626 | 931 213 | 29 | |
| 30 | Bridge and building carpenters | 54 | 67 | 116 800 | 4 616 | 13 399 | 134 814 | 1 210 711 | 72 386 | 139 655 | 1 422 757 | 30 | |
| 31 | Bridge and building ironworkers | 5 | 5 | 9 100 | 294 | 1 196 | 10 590 | 124 085 | 5 268 | 13 560 | 142 913 | 31 | |
| 32 | Bridge and building painters | | | | | | | | | | | 32 | |
| 33 | Masons, bricklayers, plasterers, and plumbers | 23 | 24 | 45 131 | 4 185 | 4 319 | 53 641 | 444 667 | 68 563 | 46 974 | 609 204 | 33 | |
| 34 | Maintenance of way and structures helpers and apprentices | 2 | 2 | 3 197 | 124 | 368 | 3 689 | 33 204 | 2 036 | 3 956 | 39 196 | 34 | |
| 35 | Portable equipment operators | 140 | 163 | 282 198 | 38 820 | 20 426 | 341 444 | 3 134 735 | 625 793 | 227 469 | 3 987 997 | 35 | |
| 36 | Portable equipment operator helpers | 1 | 1 | 16 | | | 16 | 154 | | | 154 | 36 | |
| 37 | Pumping equipment operators | | | | | | | | | | | 37 | |
| 38 | Gang foremen (extra gang and work-train laborers) | 35 | 41 | 70 282 | 11 018 | 4 090 | 85 390 | 762 207 | 172 772 | 45 935 | 980 914 | 38 | |
| 39 | Gang foremen (bridge, building, signal and telegraph laborers) | | | | | | | | | | | 39 | |
| 40 | Gang or section foremen | 120 | 137 | 230 326 | 24 263 | 20 338 | 274 927 | 2 543 604 | 391 403 | 224 702 | 3 159 709 | 40 | |
| 41 | Extra gang men | 158 | 208 | 296 379 | 32 788 | 23 434 | 352 601 | 2 746 466 | 458 972 | 218 681 | 3 424 619 | 41 | |

*The maintenance shown in this report includes employees' maintenance, but excludes work paid by the railroad for old age retirement and unemployment insurance.

MONTHLY REPORT OF EMPLOYEES, SERVICE, AND COMPENSATION—Continued

Full name of reporting company CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Month of Jan., 1922
For calendar year Jan. 1 to Dec. 31, 1922
(Please Print Name)

| DEPT. DIV. NO. | REPORTING DIVISION (1) | NUMBER OF EMPLOYEES MONTHS (2) | NUMBER OF EMPLOYEES MONTHS RECEIVED PAY (3) | SERVICE HOURS | | | | COMPENSATION* | | | | TOTAL (11) | DEPT. DIV. NO. |
|----------------------|---|--------------------------------------|--|--|---|---|----------------------------|--|---|--|------------|---------------|----------------------|
| | | | | TIME ACTUALLY WORKED AND PAID FOR AT STRAIGHT TIME RATE (4) | OVERTIME PAID FOR AT PREMIUM RATE (5) | VACATION, SICKLEAVE AND OTHER ALLOWANCES (6) | TOTAL TIME PAID FOR (7) | TIME ACTUALLY WORKED AND PAID FOR AT STRAIGHT TIME RATE (8) | OVERTIME PAID FOR AT PREMIUM RATE (9) | VACATION, SICKLEAVE AND OTHER ALLOWANCES (10) | | | |
| | | | | | | | | | | | (12) | | |
| | III. MAINTENANCE OF WAY AND STRUCTURES—Continued | | | | | | | | | | | | |
| 43 | Section men | 341 | 431 | 639 877 | 56 112 | 77 545 | 773 534 | 6 137 356 | 812 405 | 751 190 | 7 700 951 | 43 | |
| 44 | Maintenance of way laborers (other than track and roadway) and gardeners and farmers | | | | | | | | | | | 44 | |
| 44 | General and assistant general foremen, and inspectors (signal, telegraph, and electrical transmission) | 19 | 19 | 37 451 | 36 | 161 | 37 648 | 541 182 | 651 | 1 923 | 543 756 | 44 | |
| 45 | Gang foremen (signal and telegraph skilled trades labor) | 14 | 14 | 21 963 | 80 | 1 576 | 23 619 | 309 773 | 1 371 | 23 189 | 333 333 | 45 | |
| 46 | Signalmen and signal maintainers | 102 | 112 | 201 491 | 16 405 | 27 489 | 245 385 | 2 268 657 | 276 776 | 312 843 | 2 852 675 | 46 | |
| 47 | Liners and groundmen | 43 | 46 | 85 237 | 587 | 9 926 | 95 750 | 1 121 233 | 9 918 | 118 258 | 1 249 409 | 47 | |
| 48 | Assistant signalmen and assistant signal maintainers | 25 | 27 | 49 792 | 877 | 4 103 | 54 777 | 530 243 | 14 409 | 44 366 | 589 018 | 48 | |
| 49 | Signalmen and signal maintainer helpers | | | | | | | | | | | 49 | |
| 50 | TOTAL (maintenance of way and structures) | 1 210 | 1 418 | 2 345 267 | 303 332 | 318 932 | 2 967 531 | 25 170 756 | 3 122 640 | 2 291 692 | 30 585 088 | 50 | |
| | IV. MAINTENANCE OF EQUIPMENT AND STORES | | | | | | | | | | | | |
| 50 | General, assistant general, and department foremen | 59 | 61 | 114 660 | 2 657 | 12 409 | 129 726 | 1 649 273 | 32 916 | 168 973 | 1 851 162 | 50 | |
| 51 | General and assistant general foremen (stores) | 2 | 2 | 3 570 | 2 | 489 | 4 061 | 41 634 | 34 | 5 210 | 47 378 | 51 | |
| 52 | Equipment, shop, electrical, material and supplies inspectors | 2 | 2 | 7 904 | | | 7 904 | 177 184 | | | 177 184 | 52 | |
| 53 | Gang foremen and gang leaders (skilled labor) | 23 | 26 | 147 445 | 4 192 | 19 449 | 165 336 | 1 340 491 | 54 745 | 231 714 | 2 146 650 | 53 | |
| 54 | Blacksmiths | 23 | 27 | 39 455 | 318 | 9 025 | 48 798 | 428 180 | 5 185 | 101 398 | 539 763 | 54 | |
| 55 | Railroaders | 9 | 10 | 17 502 | 60 | 1 158 | 17 720 | 154 543 | 990 | 33 541 | 176 094 | 55 | |
| 56 | Carmen (A and B) | 43 | 47 | 28 082 | 1 081 | 12 299 | 41 462 | 876 843 | 18 238 | 102 447 | 1 047 528 | 56 | |
| 57 | Carmen (C and D) | 283 | 313 | 311 408 | 21 132 | 79 355 | 611 895 | 5 754 184 | 354 422 | 913 413 | 7 022 019 | 57 | |
| 58 | Electrical workers (A) | 77 | 86 | 145 241 | 2 272 | 20 085 | 167 598 | 1 687 474 | 38 817 | 228 330 | 1 954 621 | 58 | |
| 59 | Electrical workers (B) | 7 | 9 | 11 973 | 41 | 2 667 | 14 721 | 131 043 | 1 520 | 29 715 | 162 278 | 59 | |
| 60 | Electrical workers (C) | | | | | | | | | | | 60 | |
| 61 | Machinists | 207 | 228 | 377 006 | 6 398 | 55 215 | 438 622 | 4 238 232 | 109 512 | 623 296 | 4 971 540 | 61 | |
| 62 | Molders | | | | | | | | | | | 62 | |
| 63 | Sheet-metal workers | 36 | 40 | 65 244 | 799 | 10 386 | 76 429 | 716 107 | 13 295 | 116 400 | 846 302 | 63 | |
| 64 | Skilled trades helpers (M. of E. and Stores) | 25 | 29 | 45 127 | 888 | 7 400 | 53 415 | 444 435 | 13 124 | 73 142 | 530 726 | 64 | |
| 65 | Helper apprentices (M. of E. and Stores) | 1 | 1 | 790 | | 120 | 910 | 7 925 | | 1 244 | 9 169 | 65 | |
| 66 | Regular apprentices (M. of E. and Stores) | | | 2 853 | 30 | 856 | 3 739 | 25 922 | 407 | 8 124 | 34 508 | 66 | |
| 67 | Cook cleaners | 33 | 37 | 62 767 | 732 | 7 905 | 71 404 | 589 946 | 10 296 | 75 708 | 675 950 | 67 | |
| 68 | Gang foremen (shops, enginehouses, and power plants) | | | | | | | | | | | 68 | |
| 69 | Gang foremen (stores, ice, reclamation, timber-traiting plants) | 21 | 22 | 29 297 | 91 | 5 954 | 45 342 | 433 721 | 1 416 | 64 876 | 500 073 | 69 | |
| 70 | Classified laborers (shops, enginehouses, and power plants) | 13 | 16 | 24 008 | 332 | 3 609 | 32 979 | 272 486 | 4 520 | 34 395 | 311 401 | 70 | |
| 71 | General laborers (shops, enginehouses, and power plants) | 37 | 40 | 66 955 | 1 057 | 9 561 | 77 575 | 622 437 | 14 424 | 84 228 | 726 838 | 71 | |
| 72 | General laborers (stores and ice, reclamation, and timber-traiting plants) | 28 | 34 | 53 932 | 348 | 9 155 | 63 435 | 538 241 | 5 301 | 91 879 | 635 421 | 72 | |
| 73 | Stationary engineers (steam) | 5 | 5 | 9 550 | 254 | 1 002 | 10 808 | 115 350 | 4 189 | 12 393 | 131 933 | 73 | |
| 74 | Stationary firemen, oilers, and water tenders | 8 | 9 | 15 303 | 1 282 | 1 928 | 18 513 | 145 451 | 18 421 | 18 953 | 182 840 | 74 | |
| 75 | TOTAL (maintenance of equipment and stores) | 996 | 1 097 | 1 836 723 | 47 025 | 272 580 | 2 155 327 | 20 833 342 | 706 583 | 7 093 748 | 27 633 763 | 75 | |
| | V. TRANSPORTATION (OVER TRAIN, ENGINE, AND YARD) | | | | | | | | | | | | |
| 75 | Cable train dispatchers | 6 | 6 | 12 983 | | 563 | 13 546 | 196 273 | 315 | 7 749 | 204 317 | 75 | |
| 76 | Train dispatchers | 36 | 41 | 70 800 | 17 | 6 413 | 77 247 | 471 541 | 42 310 | 87 541 | 1 101 398 | 76 | |
| 77 | Train directors | 1 | 2 | 2 710 | 338 | 333 | 3 381 | 32 462 | 2 501 | 4 084 | 37 558 | 77 | |
| 78 | Station agents (superior—major stations—nontelegraphers) | 27 | 24 | 49 269 | 404 | 785 | 50 458 | 131 663 | 6 475 | 8 672 | 776 830 | 78 | |
| 79 | Station agents (smaller stations—nontelegraphers) | 15 | 16 | 29 164 | 1 344 | 4 917 | 35 430 | 324 362 | 27 400 | 53 503 | 349 765 | 79 | |

*The compensation shown in this report includes regular pay, overtime pay, and vacation pay, but excludes bonus paid by the railroad for and up to 100 percent, and other incentive payments.

MONTHLY REPORT OF EMPLOYEES, SERVICE, AND COMPENSATION—Continued

L. C. C. WAGE STATISTICS
Form A
(Sheet 2 of 2 sheets)

Full name of reporting company CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Month of Jan., 1922
For calendar year Jan. 1 to Dec. 31, 1922

| DIVISION NO. | REPORTING DIVISION (1) | NUMBER OF EMPLOYEES (2) | NUMBER OF EMPLOYEES WHO RECEIVED PAY (3) | SERVICE HOURS | | | | COMPENSATION* | | | | DIVISION NO. |
|--------------|--|----------------------------|---|--|---|---|----------------------------|--|---|--|---------------|--------------|
| | | | | TIME ACTUALLY WORKED AND PAID FOR AT STANDBY TIME RATES (4) | OPERATIVE PAID FOR AT STANDBY RATES (5) | VACATIONS, SICKLEAVES AND OTHER ALLOWANCES (6) | TOTAL TIME PAID FOR (7) | TIME ACTUALLY WORKED AND PAID FOR AT STANDBY TIME RATES (8) | OPERATIVE PAID FOR AT STANDBY RATES (9) | VACATIONS, SICKLEAVES AND OTHER ALLOWANCES (10) | TOTAL (11) | |
| | V. TRANSPORTATION (OTHER THAN TRAIN, ENGINE, AND YARD)—Continued | | | | | | | | | | | |
| 80 | Station agents (telegraphers and telephoners) | 34 | 37 | 67 114 | 5 271 | 12 102 | 84 507 | 726 215 | 84 888 | 132 120 | 943 223 | 80 |
| 81 | Chief telegraphers and telephoners or wire chiefs | 19 | 20 | 33 785 | 1 342 | 5 516 | 22 847 | 188 319 | 57 576 | 6 301 | 208 896 | 81 |
| 82 | Clerk-telegraphers and clerk-telephoners | 37 | 42 | 70 896 | 5 341 | 12 626 | 88 863 | 748 085 | 37 709 | 131 030 | 766 874 | 82 |
| 83 | Telegraphers, telephoners, and towermen | 91 | 100 | 171 460 | 14 241 | 29 750 | 216 001 | 1 834 069 | 232 880 | 330 725 | 2 387 674 | 83 |
| 84 | Station masters and assistants | | | | | | | | | | | 84 |
| 85 | Supervising baggage agents | | | | | | | | | | | 85 |
| 86 | Baggage agents and assistants | | | | | | | | | | | 86 |
| 87 | Dekaser, parcel room, and station attendants | 1 | 1 | 472 | 8 | 80 | 560 | 4 672 | 116 | 778 | 5 566 | 87 |
| 88 | General foremen (freight stations, warehouses, grain elevators, and docks) | | | | | | | | | | | 88 |
| 89 | Assistant general foremen (freight stations, warehouses, grain elevators, and docks) | | | | | | | | | | | 89 |
| 90 | Gang foremen (freight station, warehouse, grain elevator, and dock labor) | 2 | 3 | 4 034 | 906 | 680 | 5 625 | 12 763 | 14 619 | 2 244 | 64 631 | 90 |
| 91 | Carters, loaders, sealers, sealers, and perishable freight inspectors | 1 | 1 | 28 40 | 305 | 272 | 2 617 | 21 153 | 4 565 | 2 882 | 28 600 | 91 |
| 92 | Truckers (stations, warehouses, and platforms) | 1 | 1 | 8 918 | 147 | 1 332 | 10 297 | 78 533 | 2 261 | 12 026 | 92 819 | 92 |
| 93 | Laborers (coal and ore docks and grain elevators) | | | | | | | | | | | 93 |
| 94 | Common laborers (stations, warehouses, platforms, and grain elevators) | | | | | | | | | | | 94 |
| 95 | Brewards, restaurant and lodging-house managers, and dining- car supervisors | | | | | | | | | | | 95 |
| 96 | Chefs and cooks (restaurants or dining cars) | | | | | | | | | | | 96 |
| 97 | Waiters, camp cooks, kitchen helpers, etc. | | | | | | | | | | | 97 |
| 98 | Officers, workers, and attendants on barges, launches, ferry boats, towing vessels, and steamers, and shore workers | | | | | | | | | | | 98 |
| 99 | Transportation and dining-service inspectors | 11 | 12 | 21 770 | 773 | 2 178 | 27 711 | 258 122 | 12 247 | 22 193 | 272 562 | 99 |
| 100 | Parlor and sleeping car conductors | | | | | | | | | | | 100 |
| 101 | Train attendants | | | | | | | | | | | 101 |
| 102 | Bridge operators and helpers | 13 | 16 | 24 088 | 1 332 | 3 688 | 29 108 | 228 285 | 18 973 | 35 190 | 282 448 | 102 |
| 103 | Crossing and bridge flagmen and gatemen | 15 | 18 | 29 442 | 1 707 | 3 504 | 34 653 | 275 430 | 24 004 | 32 709 | 332 743 | 103 |
| 104 | Foremen (laundry and laundry workers) | | | | | | | | | | | 104 |
| 105 | TOTAL (transportation—other than train, engine, and yard) | 307 | 344 | 599 854 | 37 465 | 84 609 | 721 865 | 6 862 476 | 610 365 | 724 787 | 8 397 295 | 105 |
| | VI (a). TRANSPORTATION (YARDMASTERS, SWITCH TENDERS, AND HOSTLERS) | | | | | | | | | | | |
| 106 | Yardmasters | 60 | 68 | 110 542 | 3 846 | 22 381 | 136 769 | 1 580 474 | 81 555 | 122 671 | 1 984 700 | 106 |
| 107 | Assistant yardmasters | | | | | | | | | | | 107 |
| 108 | Switch tenders | 1 | 1 | 15 | | 1 | 16 | 151 | | 6 | 167 | 108 |
| 109 | Outside hostlers | 18 | 18 | 12 118 | 1 541 | 2 629 | 16 288 | 117 834 | 22 613 | 28 846 | 164 577 | 109 |
| 110 | Inside hostlers | 11 | 25 | 39 723 | 2 572 | 6 572 | 48 867 | 427 054 | 40 711 | 64 773 | 539 538 | 110 |
| 111 | Outside hostler helpers | 5 | 8 | 6 755 | 267 | 6 034 | 13 156 | 64 453 | 10 711 | 47 131 | 122 295 | 111 |
| (906) | TOTAL (transportation—yardmasters, switch tenders, hostlers) | 95 | 120 | 169 353 | 8 686 | 37 617 | 215 656 | 2 191 766 | 155 540 | 468 477 | 2 916 573 | (906) |
| (907) | TOTAL, ALL GROUPS (except train and engine) | 4 218 | 4 658 | 8 054 095 | 346 231 | 878 229 | 9 279 559 | 96 738 250 | 5 419 482 | 9 636 108 | 111 793 840 | (907) |

*The compensation shown in this report includes employees' contributions, but excludes taxes paid by the railroad for old age retirement, and unemployment insurance.

MONTHLY REPORT OF EMPLOYEES, SERVICE, AND COMPENSATION—Continued

Full name of reporting company CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Month of JAN., 1934
For calendar year JAN. 1, to DEC. 31, 1934
(Specify City Code)

| DIVISION NO. | REPORTING DIVISION | NUMBER OF EMPLOYEES MONTHLY OR EMPLOYEES MONTHLY OR MORE | | NUMBER OF EMPLOYEES WHOSE SERVICE WAS PAID MONTHLY OR MORE | | SERVICE BOUNTY | | | | | | TOTAL | MILE | | | | |
|--------------|---|--|-------|--|-------|--------------------------------|-----|------------------------|-----|-------------------|------|-------|------|--|-----|-------|-------|
| | | (1) | (2) | (3) | (4) | OVERTIME TIME ACTUALLY PAID | | OVERTIME TIME PAID FOR | | OVERTIME PAID FOR | | | | COMBENSATIVE ALLOWANCES, INCLUDING VACATIONS AND HOLIDAYS | | | |
| | | | | | | (5) | (6) | (7) | (8) | (9) | (10) | | | | | | |
| | VI (b). TRANSPORTATION (TRAIN AND ENGINE) | | | | | | | | | | | | | | | | |
| 111 | Road passenger conductors | 34 | 65 | | 119 | 506 | | 131 | 047 | | 24 | 570 | | 37 | 861 | 111 | |
| 112 | Assistant road passenger conductors and ticket collectors | | | | | | | | | | | | | | 148 | 478 | |
| 113 | Road freight conductors (through freight) | 144 | 127 | | 273 | 023 | | 368 | 350 | | 10 | 903 | | 28 | 915 | 113 | |
| 114 | Road freight conductors (local and way freight) | 64 | 47 | | 117 | 623 | | 123 | 014 | | 13 | 267 | | 28 | 413 | 114 | |
| 115 | Road passenger baggage men | 5 | 7 | | 6 | 476 | | 15 | 034 | | | | | | 15 | 743 | |
| 116 | Road passenger brakemen and flagmen | 12 | 12 | | 19 | 224 | | 36 | 631 | | | 406 | | | 40 | 477 | |
| 117 | Road freight brakemen and flagmen (through freight) | 181 | 193 | | 239 | 126 | | 376 | 454 | | 7 | 130 | | 28 | 610 | 117 | |
| 118 | Road freight brakemen and flagmen (local and way freight) | 113 | 54 | | 124 | 441 | | 133 | 976 | | 13 | 770 | | 31 | 001 | 118 | |
| 119 | Yard conductors and yard foremen | 243 | 277 | | 418 | 779 | | 431 | 474 | | 34 | 190 | | 32 | 274 | 119 | |
| 120 | Yard brakemen and yard helpers | 263 | 256 | | 368 | 811 | | 383 | 603 | | 31 | 371 | | 28 | 576 | 120 | |
| 121 | Road passenger engineers and motormen | 21 | 38 | | 73 | 455 | | 71 | 171 | | 12 | 626 | | 18 | 183 | 121 | |
| 122 | Road freight engineers and motormen (through freight) | 151 | 203 | | 223 | 255 | | 355 | 099 | | 6 | 969 | | 25 | 028 | 122 | |
| 123 | Road freight engineers and motormen (local and way freight) | 62 | 50 | | 115 | 310 | | 122 | 310 | | 12 | 471 | | 27 | 306 | 123 | |
| 124 | Yard engineers and motormen | 194 | 216 | | 333 | 452 | | 345 | 166 | | 26 | 918 | | 41 | 717 | 124 | |
| 125 | Road passenger firemen and helpers | 23 | 41 | | 72 | 725 | | 91 | 174 | | 12 | 124 | | 10 | 523 | 125 | |
| 126 | Road freight firemen and helpers (through freight) | 5 | 5 | | 3 | 266 | | 5 | 037 | | | 128 | | 8 | 652 | 126 | |
| 127 | Road freight firemen and helpers (local and way freight) | 4 | 3 | | 6 | 670 | | 6 | 567 | | | 490 | | 7 | 466 | 127 | |
| 128 | Yard firemen and helpers | 3 | 10 | | 9 | 478 | | 16 | 818 | | | 474 | | 2 | 483 | 128 | |
| (908) | TOTAL (transportation—train and engine) | 1,524 | 1,653 | | 2,470 | 066 | | 3,034 | 043 | | 214 | 670 | | 175 | 672 | 5,023 | 785 |
| (909) | TOTAL ALL GROUPS (Divisions 901 - 908) | 5,744 | 6,311 | | XXXXX | XXX | | XXXXX | XXX | XXXXX | XXX | XXXXX | XXX | XXXXX | XXX | XXXXX | (909) |

| DIVISION NO. | REPORTING DIVISION | COMPENSATION* | | | | | | MILES | | TOTAL MILES OF TRAIN AND WAY SERVICE PAID FOR THIS MONTH | MILE | | | | | | | | | | |
|--------------|---|------------------------|------|-------------------|------|--|------|-------|--------------|--|------|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | OVERTIME TIME PAID FOR | | OVERTIME PAID FOR | | COMBENSATIVE ALLOWANCES INCLUDING VACATIONS AND HOLIDAYS | | TOTAL | ACTUALLY RUN | | | PAID FOR OVER RUN | | | | | | | | | |
| | | (9) | (10) | (11) | (12) | (13) | (14) | | | | | | | | | | | | | | |
| 111 | VI (b). TRANSPORTATION (TRAIN AND ENGINE)—Continued | 1 | 198 | 676 | 270 | 340 | 405 | 876 | 1 | 874 | 892 | 2 | 071 | 413 | 537 | 365 | 26 | 921 | 111 | | |
| 112 | Road passenger conductors | | | | | | | | | | | | | | | | | | | 112 | |
| 113 | Assistant road passenger conductors and ticket collectors | 3 | 343 | 230 | 147 | 808 | 1 | 785 | 054 | 5 | 276 | 092 | 2 | 154 | 555 | 404 | 811 | 47 | 826 | 113 | |
| 114 | Road freight conductors (through freight) | 1 | 136 | 990 | 173 | 466 | 2 | 94 | 500 | 1 | 604 | 500 | 963 | 885 | 296 | 600 | 35 | 324 | 114 | | |
| 115 | Road freight conductors (local and way freight) | | 127 | 892 | | | 7 | 413 | | 1 | 35 | 300 | 310 | 013 | 310 | 013 | 117 | 558 | 115 | | |
| 116 | Road passenger baggage men | | 312 | 276 | | 7 | 539 | | 28 | 725 | | 378 | 664 | 713 | 327 | 918 | 26 | 7 | 806 | 116 | |
| 117 | Road passenger brakemen and flagmen | 3 | 173 | 898 | | 89 | 489 | | 1 | 554 | 367 | 4 | 817 | 754 | 3 | 389 | 033 | 50 | 032 | 117 | |
| 118 | Road freight brakemen and flagmen (through freight) | 1 | 150 | 111 | | 176 | 183 | | 304 | 243 | | 2 | 630 | 537 | 1 | 092 | 033 | 41 | 605 | 118 | |
| 119 | Road freight brakemen and flagmen (local and way freight) | | 4 | 622 | 647 | | 519 | 795 | | 1 | 523 | 322 | 6 | 624 | 764 | | | 112 | 449 | 119 | |
| 120 | Yard conductors and yard foremen | | 3 | 850 | 437 | | 449 | 072 | | 1 | 130 | 149 | 5 | 429 | 658 | | | 119 | 763 | 120 | |
| 121 | Yard brakemen and yard helpers | | 9 | 26 | 176 | | 115 | 033 | | 1 | 263 | 307 | | 1 | 263 | 566 | | | | 121 | |
| 122 | Road passenger engineers and motormen | | 3 | 764 | 478 | | 108 | 914 | | 2 | 365 | 686 | | 6 | 239 | 578 | | 25 | 181 | 122 | |
| 123 | Road freight engineers and motormen (through freight) | | 1 | 246 | 257 | | 198 | 368 | | 1 | 758 | 649 | | 3 | 239 | 450 | | 22 | 753 | 123 | |
| 124 | Road freight engineers and motormen (local and way freight) | | 3 | 140 | 675 | | 456 | 006 | | 1 | 062 | 238 | | 932 | 769 | | | 18 | 176 | 124 | |
| 125 | Yard engineers and motormen | | 8 | 57 | 244 | | 102 | 152 | | 5 | 453 | 909 | | | | | | 58 | 271 | 125 | |
| 126 | Road passenger firemen and helpers | | 4 | 7 | 561 | | 2 | 151 | | 1 | 072 | 789 | | 9 | 57 | 042 | | 24 | 712 | 126 | |
| 127 | Road freight firemen and helpers (through freight) | | 2 | 7 | 044 | | 7 | 109 | | | 131 | 659 | | 51 | 017 | | | 3 | 274 | 127 | |
| 128 | Road freight firemen and helpers (local and way freight) | | 1 | 10 | 221 | | 22 | 444 | | | 38 | 523 | | 30 | 062 | | | 1 | 350 | 128 | |
| | Yard firemen and helpers | | | | | | | | | | 35 | 414 | | | | | | 6 | 658 | 908 | |
| (908) | TOTAL (transportation—train and engine) | 29 | 886 | 323 | 3 | 246 | 378 | 11 | 169 | 111 | 43 | 901 | 812 | 17 | 896 | 231 | 2 | 919 | 445 | 600 | 535 |

*The compensation shown in this report includes "high-mile" contributions, but excludes those paid by the railroad for out-of-pocket expenses, and out-of-pocket expenses.

Speed limit for conductors: 20 Miles per hour

Passenger
Freight

Note: Includes C.M. & St. P. & P. R.R. Co.'s Proportion of the Milw.-Kansas City So. Jt. Agency at Kansas City, Missouri.

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

FORM QCS PAGE 1
YEAR OF 1982

MILES OF ROAD OPERATED - 3,287

REVENUE FREIGHT ORIGINATING
ON RESPONDENTS ROAD

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

| | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|--------------------------|------------------------|-----------|-----------------------------|-----------|------------------------|---------|-----------------------------|--------|----------------------------------|-----------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 01 FARM PRODUCTS | 24,771 | 2,283,049 | 12,145 | 1,153,183 | 8,144 | 708,728 | 398 | 27,009 | 45,458 | 4,171,969 | 41,093,363 |
| 011 FIELD CROPS | 24,850 | 2,280,464 | 11,811 | 1,124,741 | 7,810 | 690,377 | 272 | 21,732 | 44,543 | 4,117,314 | 40,111,477 |
| 0112 COTTON, RAW | | | | | | | | | | | |
| 01121 COTTON IN BALES | | | | | | | | | | | |
| 01131 BARLEY | 5,903 | 476,855 | 954 | 79,242 | 1,804 | 148,130 | 138 | 11,076 | 8,799 | 715,403 | 8,174,258 |
| 01132 CORN /EX POPCORN/ | 11,509 | 1,123,691 | 3,601 | 354,508 | 820 | 80,138 | 1 | 97 | 15,927 | 1,558,434 | 14,185,358 |
| 01133 OATS | 521 | 33,714 | 18 | 1,162 | 113 | 7,380 | 10 | 839 | 662 | 43,095 | 604,298 |
| 01134 RICE, ROUGH | | | | | 2 | 41 | | | 2 | 41 | 450 |
| 01135 RYE | 279 | 25,943 | 94 | 9,304 | 107 | 9,108 | 1 | 45 | 481 | 44,400 | 591,837 |
| 01138 SORGHUM GRAINS | 2 | 200 | 3 | 291 | | | | | 5 | 491 | 2,932 |
| 01137 WHEAT | 2,901 | 283,147 | 6,350 | 608,187 | 4,351 | 408,753 | 73 | 7,172 | 13,675 | 1,307,259 | 13,357,867 |
| 01139 GRAIN, NEC | 37 | 1,188 | 35 | 2,078 | 1 | 48 | | | 73 | 3,310 | 55,056 |
| 0114 OIL SEEDS NUTS ETC | 3,500 | 335,438 | 748 | 69,487 | 332 | 20,734 | 18 | 1,228 | 4,598 | 426,887 | 2,947,413 |
| 01144 SOYBEANS | 3,271 | 320,078 | 871 | 65,249 | 58 | 5,428 | | | 3,898 | 390,755 | 2,640,164 |
| 0115 FIELD SEEDS | 2 | 188 | 6 | 396 | 27 | 2,078 | 2 | 100 | 37 | 2,760 | 31,147 |
| 0119 MISC FIELD CROPS | | | 2 | 88 | 253 | 13,971 | 28 | 1,175 | 284 | 15,234 | 180,863 |
| 01193 LEAF TOBACCO | | | | | | | | | | | |
| 01195 POTATOES/EX SWEET/ | | | | | | | | | | | |
| 01197 SUGAR BEETS | | | 2 | 88 | 253 | 13,971 | 5 | 212 | 258 | 14,183 | 187,317 |
| 012 FRESH FRUITS&NUTS | | | 7 | 426 | 240 | 12,835 | 25 | 1,288 | 2 | 88 | 1,851 |
| 0121 CITRUS FRUITS | | | | | 7 | 368 | 25 | 1,288 | 272 | 14,549 | 154,189 |
| 0122 DECIDUOUS FRUITS | | | | | | | | | 32 | 1,654 | 20,878 |
| 01221 APPLES | | | | | | | | | | | |
| 01224 GRAPES | | | | | | | | | | | |
| 01228 PEACHES | | | | | | | | | | | |
| 0123 TROPICAL FRUITS | | | | | | | | | | | |
| 01232 BANANAS | | | | | | | | | | | |
| 0129 MISC FRUITS & NUTS | | | 7 | 426 | 233 | 12,489 | | | 240 | 12,895 | 133,291 |
| 01295 COFFEE, GREEN | | | | | 2 | 78 | | | 2 | 76 | 1,539 |
| 013 FRESH VEGETABLES | 121 | 2,585 | 315 | 27,695 | 83 | 4,555 | 101 | 3,989 | 620 | 38,824 | 800,432 |
| 0131 BULBS ROOTS&TUBERS | 2 | 94 | 2 | 98 | 27 | 1,601 | 50 | 1,984 | 81 | 3,757 | 52,829 |
| 01318 ONIONS DRY | | | | | 4 | 214 | | | 4 | 214 | 2,581 |
| 0133 LEAFY VEGETABLES | | | | | 4 | 118 | 40 | 1,398 | 44 | 1,518 | 22,958 |
| 01334 CELERY | | | | | | | 19 | 831 | 19 | 831 | 10,922 |
| 01335 LETTUCE | | | | | 4 | 118 | 2 | 61 | 6 | 179 | 2,878 |
| 0134 DRY VEGET SEEDS | 118 | 2,400 | 308 | 27,268 | 51 | 2,799 | 8 | 473 | 485 | 32,940 | 719,824 |
| 01341 BEANS, DRY, RIPE | 118 | 2,400 | 308 | 27,268 | 18 | 589 | 4 | 240 | 446 | 30,497 | 688,818 |
| 01342 PEAS, DRY | | | | | 35 | 2,210 | 3 | 173 | 38 | 2,383 | 30,078 |
| 0139 MISC FRESH VEGET | 1 | 91 | 5 | 329 | 1 | 37 | 3 | 154 | 10 | 611 | 4,721 |
| 01392 WATERMELONS | | | | | | | | | | | |
| 01394 TOMATOES | | | | | | | | | | | |
| 01398 MELONS /EX WATER/ | | | | | 1 | 37 | 2 | 106 | 3 | 143 | 1,879 |

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

FORM QCS PAGE 2
YEAR OF 1982

MILES OF ROAD OPERATED - 3,267

| MILES OF ROAD OPERATED - 3,287 | | | | | | | | | | |
|--|------|-----------------------------|------|--|-------|-----------------------------|------|----------------------------------|-------|-----------------------------|
| REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | | | |
| TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE |
| CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | DOLLARS |
| 014 LIVESTOCK & PROD | | 11 | 231 | | | | | 11 | 231 | 8,280 |
| 0141 LIVESTOCK | | | | | | | | | | |
| 01411 CATTLE | | | | | | | | | | |
| 01413 HOGS AND PIGS | | | | | | | | | | |
| 01414 SHEEP AND LAMBS | | | | | | | | | | |
| 0142 DAIRY FARM PRODS | | | | | | | | | | |
| 0143 ANIMAL FIBERS | | 11 | 231 | | | | | | | |
| 01431 WOOL | | 11 | 231 | | | | | | | 8,280 |
| 015 POULTRY & PRODUCTS | | | | | | | | 11 | 231 | 8,280 |
| 0151 LIVE POULTRY | | | | | | | | | | |
| 0152 POULTRY EGGS | | | | | | | | | | |
| 019 MISC FARM PRODUCTS | | 1 | 90 | 11 | 981 | | | 12 | 1,051 | 19,005 |
| 0191 HORTIC SPECIALTIES | | 1 | 90 | 11 | 981 | | | 12 | 1,051 | 19,005 |
| 0192 ANIMAL SPECIALTIES | | | | | | | | | | |
| 08 FOREST PRODUCTS | | 6 | 284 | 10 | 78 | | | 16 | 362 | 14,843 |
| 084 GUMS & BARKS CRUDE | | 5 | 260 | | | | | 5 | 260 | 8,071 |
| 08423 LATEX & GUMS | | 5 | 260 | | | | | 5 | 260 | 8,071 |
| 088 MISC FOREST PRODS | | 1 | 24 | 10 | 78 | | | 11 | 102 | 8,772 |
| 09 MARINE PRODUCTS | | | | 25 | 1,255 | 3 | 110 | 28 | 1,365 | 13,003 |
| 091 FRESH FISH ETC | | | | 25 | 1,255 | 3 | 110 | 28 | 1,365 | 13,003 |
| 0912 FISH & WHALE PRODS | | | | | | 3 | 110 | 3 | 110 | 829 |
| 09131 SHELLS | | | | 25 | 1,255 | | | 25 | 1,255 | 12,174 |
| 098 TROPICAL FISH H&F | | | | | | | | | | |
| 10 METALLIC ORES | 4 | 217 | 4 | 228 | 142 | 11,535 | 32 | 2,450 | 182 | 14,430 |
| 101 IRON ORES | | | | | | | | 3 | 258 | 3,240 |
| 10112 BENEF-GRADE ORE | | | | | | | | | | |
| 102 COPPER ORES | 1 | 21 | | | | | | 1 | 21 | |
| 103 LEAD & ZINC ORES | | | | | | | | | | |
| 1031 LEAD ORES | | | | | | | | | | |
| 1032 ZINC ORES | | | | | | | | | | |
| 104 GOLD & SILVER ORES | 2 | 100 | 1 | 100 | | | | 3 | 200 | 3,118 |
| 105 BAUXITE&ALUMI ORES | 1 | 98 | 2 | 82 | 122 | 10,482 | 28 | 2,107 | 153 | 12,787 |
| 106 MANGANESE ORES | | | | | 9 | 418 | | 9 | 418 | 5,358 |
| 107 TUNGSTEN ORES | | | | | | | | | | |
| 108 CHROMIUM ORES | | | 1 | 48 | | | 1 | 85 | 2 | 131 |
| 109 MISC METAL ORES | | | | | 11 | 635 | | 11 | 635 | 4,208 |

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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MILES OF ROAD OPERATED - 3,267

| | | REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | | | | | | |
|-------|---------------------|--|-----------|--|---------|------------------------|-----------|-----------------------------|---------|----------------------------------|-----------|--|--|
| | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS | |
| | | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | | |
| 11 | COAL | 29,733 | 2,332,515 | 9,031 | 852,178 | 48,035 | 4,388,274 | 1,818 | 138,801 | 88,415 | 7,711,588 | 38,575,185 | |
| 111 | ANTHRACITE | | | | | 1 | 40 | 5 | 358 | 6 | 398 | 4,318 | |
| 11111 | RAW ANTHRACITE | | | | | | | 2 | 160 | 2 | 160 | 888 | |
| 11112 | PREPARED ANTHRACITE | | | | | 1 | 40 | 3 | 188 | 4 | 238 | 3,430 | |
| 112 | BIT COAL & LIGNITE | 29,733 | 2,332,515 | 9,031 | 852,178 | 48,034 | 4,388,234 | 1,811 | 138,243 | 88,409 | 7,711,170 | 38,570,847 | |
| 1121 | BITUMINOUS COAL | 21,783 | 1,848,502 | 8,927 | 842,942 | 45,228 | 4,304,383 | 1,608 | 138,058 | 77,548 | 6,931,883 | 31,588,227 | |
| 13 | PETROLEUM PRODUCTS | | | | | 1 | 39 | | | 1 | 39 | 705 | |
| 131 | CRUDE PET & NAT GA | | | | | 1 | 39 | | | 1 | 39 | 705 | |
| 132 | NATURAL GASOLINE | | | | | | | | | | | | |
| 14 | NONMETAL MINERALS | 2,441 | 182,589 | 1,498 | 115,448 | 1,585 | 130,065 | 868 | 52,947 | 8,192 | 481,047 | 5,004,831 | |
| 141 | DIMENSION STONE | | | 88 | 4,430 | 5 | 317 | 2 | 170 | 75 | 4,917 | 72,380 | |
| 142 | CRUSHED STONE | 523 | 33,790 | 198 | 14,881 | 181 | 9,830 | 48 | 2,758 | 950 | 61,257 | 601,045 | |
| 14211 | AGRI LIMESTONE | 367 | 22,387 | 8 | 422 | 103 | 5,311 | 45 | 2,608 | 523 | 30,728 | 250,636 | |
| 14212 | FLUXING LIMESTONE | 1 | 81 | | | | | | | 1 | 81 | 310 | |
| 14219 | CRUSHED STONE NEC | 155 | 11,342 | 190 | 14,459 | 78 | 1,519 | 3 | 150 | 426 | 30,470 | 350,099 | |
| 144 | SAND | 1,820 | 140,252 | 1,228 | 95,939 | 207 | 14,197 | 151 | 12,290 | 3,408 | 262,878 | 2,788,669 | |
| 14411 | SAND | 229 | 13,538 | 82 | 4,545 | 26 | 1,151 | 8 | 445 | 345 | 19,679 | 183,892 | |
| 14412 | GRAVEL | 93 | 6,483 | 129 | 8,218 | 1 | 40 | 2 | 99 | 225 | 12,820 | 174,105 | |
| 14413 | INDUSTRIAL SAND | 1,498 | 120,251 | 1,017 | 85,178 | 180 | 13,008 | 141 | 11,748 | 2,838 | 230,179 | 2,430,872 | |
| 145 | CLAY | 22 | 1,438 | 1 | 39 | | | 2 | 115 | 25 | 1,592 | 32,249 | |
| 14511 | BENTONITE | 20 | 1,264 | 1 | 39 | | | | | 21 | 1,303 | 28,430 | |
| 14512 | FIRE CLAY | | | | | | | | | | | | |
| 14514 | KAOLIN & BALL CLAY | | | | | | | | | | | | |
| 147 | CHEMICAL MINERALS | 71 | 8,975 | | | 945 | 92,280 | 155 | 14,941 | 1,171 | 114,178 | 1,018,783 | |
| 14711 | BARITE | 1 | 62 | | | 7 | 523 | 1 | 99 | 9 | 684 | 8,523 | |
| 14713 | POTASH SODA&BORATE | | | | | 17 | 975 | | | 17 | 875 | 13,015 | |
| 14714 | PHOSPHATE ROCK | | | | | | | | | | | | |
| 14715 | ROCK SALT | | | | | 844 | 83,388 | | | 844 | 83,388 | 580,808 | |
| 14718 | SULPHUR | 70 | 6,913 | | | 67 | 8,410 | 154 | 14,842 | 291 | 28,185 | 404,783 | |
| 149 | MISC NONMET MINER | 5 | 134 | 3 | 157 | 247 | 13,461 | 310 | 22,875 | 565 | 38,427 | 513,745 | |
| 14911 | GYPSUM & ANHYDRITE | | | | | 11 | 898 | 1 | 51 | 12 | 749 | 10,452 | |
| 14913 | NATIVE ASPHALT ETC | | | | | 251 | 15,928 | 4 | 169 | 492 | 25,701 | 603,545 | |
| 14914 | PUMICE & PUMICITE | | | | | 13 | 553 | | | 19 | 678 | 12,989 | |
| 19 | ORDNANCE & ACCESSO | 98 | 1,739 | 139 | 7,887 | 237 | 15,327 | | | 434 | 24,192 | 552,200 | |
| 191 | GUNS & EQUIPMENT | | | 8 | 123 | 1 | 48 | | | 1 | 48 | 735 | |
| 192 | AMMO OVER 30MM | 72 | 1,258 | 125 | 7,809 | | | | | | | | |
| 193 | COMBAT VEHICLES | | | | | | | | | | | | |
| 194 | SIGHTING EQUIP ETC | | | | | | | | | | | | |
| 195 | SMALL ARMS | | | | | | | 1 | 45 | 1 | 45 | 855 | |
| 198 | SMALL ARMS AMMO | | | | | | | | | | | | |
| 199 | MISC ORDNANCE | 28 | 483 | 8 | 135 | | | 3 | 124 | 37 | 742 | 38,988 | |

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MILES OF ROAD OPERATED - 3,267

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

| | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|-------|--------------------|------------------------|--------------|-----------------------------|--------------|------------------------|--------------|-----------------------------|--------------|----------------------------------|-----------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | | |
| 20 | FOOD & PRODUCTS | 17,054 | 852,278 | 38,427 | 2,348,771 | 13,441 | 829,735 | 11,025 | 728,921 | 79,947 | 4,757,703 | 64,778,928 |
| 201 | MEAT FRESH OR FRZN | 261 | 11,874 | 784 | 52,368 | 189 | 12,017 | 4 | 327 | 1,238 | 76,584 | 1,268,023 |
| 2011 | MEAT FRESH OR CHLD | 3 | 83 | | | | | 2 | 212 | 5 | 275 | 2,621 |
| 2012 | MEAT FRESH-FROZEN | | | 4 | 222 | | | 1 | 60 | 5 | 282 | 7,609 |
| 2013 | MEAT PRODUCTS | 33 | 2,332 | 197 | 13,008 | 98 | 6,808 | | | 328 | 22,148 | 324,740 |
| 2014 | ANIMAL BYPROD INED | 206 | 8,723 | 582 | 39,060 | 90 | 5,061 | 1 | 55 | 879 | 52,899 | 906,601 |
| 20141 | HIDES SKINS PELTS | 125 | 2,791 | 94 | 5,412 | 27 | 1,370 | | | 246 | 9,573 | 133,221 |
| 2015 | DRSD POULTRY ETC | | | | | | | | | | | |
| 2016 | DRSD PLTRY ETC FRZ | | | | | 1 | 150 | | | 1 | 150 | 1,648 |
| 2017 | PROC POULTRY & EGG | 19 | 758 | 1 | 78 | | | | | 20 | 832 | 24,808 |
| 202 | DAIRY PRODUCTS | 765 | 34,424 | 1,131 | 50,342 | 451 | 20,249 | 338 | 18,088 | 2,685 | 123,083 | 2,821,057 |
| 2021 | CREAMERY BUTTER | 8 | 391 | 35 | 1,950 | 14 | 747 | 18 | 1,071 | 73 | 4,159 | 87,386 |
| 2023 | CND EVAPDRY MILK | 335 | 14,175 | 262 | 9,776 | 197 | 8,408 | 55 | 2,839 | 849 | 35,198 | 542,692 |
| 2024 | FROZEN DESSERTS | 3 | 98 | 9 | 515 | 1 | 49 | 18 | 815 | 29 | 1,477 | 18,548 |
| 2025 | CHEESE ETC | 379 | 18,088 | 815 | 37,745 | 238 | 11,025 | 249 | 13,343 | 1,681 | 80,181 | 2,137,310 |
| 2026 | PROCD MILK & CREAM | 42 | 1,892 | 10 | 356 | 1 | 20 | | | 53 | 2,068 | 37,123 |
| 203 | CANNED FOODS | 152 | 6,445 | 2,506 | 140,455 | 1,887 | 83,203 | 2,482 | 138,387 | 6,827 | 368,490 | 5,734,950 |
| 2031 | SEA FOODS | 2 | 51 | 5 | 170 | 100 | 3,339 | 11 | 512 | 118 | 4,072 | 78,819 |
| 2032 | CANNED SPECIALTIES | 8 | 330 | 25 | 1,004 | 85 | 2,878 | 1 | 50 | 119 | 4,280 | 73,639 |
| 2033 | FRUITS & VEGETABLE | 84 | 4,085 | 1,718 | 98,834 | 420 | 31,087 | 1,727 | 98,005 | 3,947 | 229,991 | 3,362,841 |
| 2034 | DRIED FRUITS&VEGET | 1 | 17 | 6 | 114 | 99 | 2,685 | 85 | 3,151 | 171 | 5,967 | 68,769 |
| 2035 | PKLD FOODS ETC | 35 | 787 | 151 | 7,745 | 39 | 2,238 | 11 | 515 | 236 | 11,283 | 209,371 |
| 2036 | PACKAGED FISH | | | | | 2 | 72 | 1 | 37 | 3 | 109 | 1,745 |
| 2037 | FRZ FRU & JUI & V | 10 | 524 | 228 | 12,395 | 864 | 38,180 | 602 | 30,288 | 1,704 | 81,387 | 1,321,448 |
| 2038 | FROZEN SPECIALTIES | 2 | 78 | 19 | 781 | 21 | 851 | 9 | 482 | 51 | 2,172 | 41,505 |
| 2039 | CND&PRS FR,VEG,&SF | 10 | 593 | 358 | 21,432 | 57 | 1,877 | 55 | 3,347 | 478 | 27,249 | 573,813 |
| 204 | GRAIN MILL PRODS | 11,450 | 548,854 | 20,889 | 1,274,980 | 5,898 | 338,384 | 7,212 | 508,884 | 45,249 | 2,668,682 | 34,164,325 |
| 2041 | FLOUR & GR MILL PR | 7,293 | 350,925 | 8,821 | 391,210 | 2,598 | 137,740 | 879 | 58,654 | 17,591 | 938,529 | 11,421,880 |
| 20411 | WHEAT FLOUR | 4,575 | 230,631 | 4,852 | 284,974 | 973 | 47,8 | | | | | |

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MILES OF ROAD OPERATED - 3,287

| | | REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|-------|--------------------|--|---------|-----------------------------|---------|--|--------|-----------------------------|--------|----------------------------------|---------|--|
| | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | | | |
| | | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 2062 | SUGAR REFINED | 111 | 9,003 | 1 | 45 | 43 | 3,159 | 171 | 14,459 | 328 | 26,888 | 483,840 |
| 20625 | SUGAR REFG BY-PROD | | | 1 | 45 | 12 | 977 | 4 | 338 | 17 | 1,360 | 15,728 |
| 20628 | PULP MOLASSES BEET | | | | | | | | | | | |
| 207 | CONFECTIONERY | 128 | 5,582 | 81 | 3,028 | 4 | 178 | 7 | 292 | 220 | 9,058 | 137,019 |
| 208 | BEVERAGES/EXTRACTS | 2,682 | 137,108 | 9,807 | 623,183 | 1,480 | 88,930 | 252 | 18,853 | 14,301 | 887,854 | 10,707,582 |
| 20821 | BEER ALE ETC | 1,282 | 59,989 | 3,583 | 189,277 | 182 | 9,333 | 10 | 548 | 5,017 | 239,125 | 3,545,029 |
| 20823 | MLT EXT & SPNT-GRN | 312 | 8,659 | 803 | 18,820 | 2 | 47 | | | 917 | 25,525 | 362,353 |
| 2083 | MALT | 1,002 | 85,187 | 3,419 | 242,757 | 705 | 52,201 | 228 | 17,384 | 5,352 | 377,529 | 3,908,156 |
| 2084 | WINES BRANDY ETC | 12 | 228 | | | 548 | 28,009 | 8 | 328 | 588 | 28,583 | 387,894 |
| 20851 | LIQUORS | 38 | 1,853 | 1,031 | 85,895 | 41 | 1,277 | 4 | 235 | 1,114 | 102,060 | 1,485,843 |
| 20859 | DISTILLNG BY-PRODS | 13 | 797 | 1,122 | 89,449 | 2 | 83 | | | 1,137 | 90,309 | 873,198 |
| 2086 | SOFT DRINKS ETC | | | 33 | 1,883 | | | | | 33 | 1,883 | 34,153 |
| 2087 | EXTRACTS ETC | 23 | 418 | 138 | 4,482 | | | 4 | 162 | 183 | 5,080 | 121,158 |
| 209 | MISC FOOD PREP ETC | 591 | 34,138 | 2,535 | 151,272 | 1,270 | 74,138 | 542 | 30,920 | 4,938 | 290,464 | 4,177,838 |
| 20911 | COTTONSEED OIL | | | 3 | 120 | | | | | 3 | 120 | 2,500 |
| 20914 | COTTONSEED CAKE ML | | | 1 | 42 | | | | | 1 | 42 | 588 |
| 20921 | SOYBEAN OIL | 77 | 5,940 | 253 | 18,990 | 80 | 4,407 | 10 | 841 | 400 | 29,878 | 514,184 |
| 20923 | SOYBEAN CAKE MEAL | 252 | 18,495 | 137 | 10,474 | 388 | 25,783 | 183 | 9,189 | 940 | 83,901 | 585,540 |
| 2093 | VEG & NUT OILS | 32 | 2,401 | 453 | 31,145 | 175 | 12,785 | 49 | 3,728 | 709 | 50,059 | 787,535 |
| 2094 | MARINE FATS & OILS | | | | | 88 | 4,214 | | | 88 | 4,214 | 78,673 |
| 2095 | ROASTED COFFEE | 8 | 130 | | | | | | | 8 | 130 | 1,839 |
| 2096 | EDIBLE FATS ETC | 2 | 37 | 1 | 20 | 2 | 134 | 3 | 188 | 8 | 377 | 5,584 |
| 2097 | ICE NATL & MANUFAC | | | | | | | | | | | |
| 2098 | MACARONI ETC | | | 28 | 552 | 7 | 231 | | | 33 | 783 | 19,035 |
| 21 | TOBACCO PRODUCTS | 79 | 1,471 | 50 | 954 | 114 | 3,422 | 18 | 588 | 259 | 8,415 | 112,332 |
| 211 | CIGARETTES | 79 | 1,471 | 50 | 954 | 114 | 3,422 | 15 | 472 | 258 | 8,318 | 111,582 |
| 212 | IGARS | | | | | | | 1 | 98 | 1 | 98 | 740 |
| 213 | CHEWING TOBAC ETC | | | | | | | | | | | |
| 214 | STEMMED TOBAC ETC | | | | | | | | | | | |
| 22 | BASIC TEXTILES | 19 | 485 | 125 | 880 | 472 | 8,189 | 121 | 4,435 | 737 | 13,969 | 497,824 |
| 221 | COTTON BRD FABRICS | | | | | 1 | 22 | 2 | 147 | 3 | 189 | 1,999 |
| 222 | SYN FIBRE FABRICS | 1 | 19 | | | 115 | 547 | 11 | 227 | 127 | 793 | 47,837 |
| 223 | WOOL BROAD FABRICS | | | | | | | | | | | |
| 224 | NARROW FABRICS | 4 | 308 | | | | | | | 4 | 309 | 4,544 |
| 225 | KNIT FABRICS | | | | | | | 1 | 10 | 1 | 10 | 120 |
| 227 | CARPETS TEXTILE | 8 | 130 | 3 | 39 | 80 | 1,289 | | | 89 | 1,458 | 52,597 |
| 228 | YARN & THREAD | | | | | 10 | 124 | | | 10 | 124 | 5,884 |
| 229 | MISC BASIC TEXTILE | 8 | 27 | 122 | 841 | 258 | 8,187 | 107 | 4,051 | 503 | 11,108 | 385,043 |
| 2296 | TIRE CORD FABRICS | | | | | | | | | | | |
| 2297 | TOPS NOILS GREASES | | | 4 | 88 | | | | | 4 | 88 | 1,288 |
| 2298 | CORDAGE & TWINE | | | | | 24 | 1,234 | 24 | 1,259 | 48 | 2,493 | 33,704 |

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MILES OF ROAD OPERATED - 3,267

| MILES OF ROAD OPERATED - 3,287 | | | | | | | | | | | |
|---|--------------------|--------------------------|---------|---------------------|---------|---|-----------|-------------------------------|-----------|-------------------------------|-----------|
| REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | | | | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | | |
| TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS | |
| CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | | |
| 21 | APPAREL ETC | 2 | 28 | 3 | 84 | 141 | 940 | 2 | 113 | 148 | 1,163 |
| 231 | MEN & BOY CLOTHING | 1 | 20 | | | 1 | 9 | 2 | 113 | 4 | 142 |
| 233 | WOMEN GIRL CLOTHNG | | | 2 | 80 | | | | | 2 | 80 |
| 235 | MILLINERY | | | | | | | | | | |
| 237 | FUR GOODS | | | | | | | | | | |
| 238 | MISC APPAREL & ACC | 1 | 8 | | | | | | | | |
| 239 | MISC TEXTILE PRODS | | | 1 | 4 | 140 | 931 | | | 1 | 8 |
| 24 | LUMBER PRODUCTS | 1,881 | 78,878 | 3,114 | 87,891 | 5,307 | 282,428 | 19,807 | 1,050,247 | 141 | 935 |
| 241 | PRIM FORES PRODS | 54 | 2,503 | 98 | 4,185 | 212 | 9,789 | 58 | 3,391 | 30,089 | 1,459,244 |
| 24114 | PULPWOOD LOGS | 1 | 48 | | | 38 | 2,054 | 3 | 188 | 420 | 19,868 |
| 24115 | PLPWOOD3WOOD CHIPS | 28 | 1,287 | 20 | 632 | 169 | 7,408 | | | 40 | 2,290 |
| 24118 | POSTS POLES PILING | | | | | 4 | 187 | 41 | 2,475 | 217 | 9,307 |
| 242 | LUMBER | 159 | 4,038 | 580 | 14,580 | 3,287 | 159,811 | 17,758 | 944,153 | 45 | 2,662 |
| 2421 | LUMBER | 35 | 1,121 | 83 | 4,373 | 3,050 | 154,231 | 17,838 | 940,372 | 21,782 | 1,122,380 |
| 24212 | SAWED TIES | 15 | 303 | | | 31 | 1,421 | | | 20,818 | 1,100,097 |
| 2429 | MISC MILL PRODUCTS | 124 | 2,915 | 487 | 10,207 | 237 | 5,380 | 118 | 3,781 | 48 | 1,724 |
| 243 | MILLWORK VENEER ET | 104 | 1,719 | 2,174 | 38,598 | 1,061 | 55,254 | 1,718 | 87,304 | 946 | 22,283 |
| 2431 | MILLWORK | 101 | 1,659 | 2,103 | 37,741 | 81 | 2,288 | 77 | 3,330 | 5,057 | 182,875 |
| 2432 | VENEER & PLYWOOD | 1 | 50 | 10 | 333 | 980 | 52,968 | 1,841 | 83,974 | 2,362 | 45,018 |
| 244 | WOODEN CONTAINERS | 12 | 218 | 4 | 62 | 22 | 398 | 3 | 125 | 2,832 | 137,325 |
| 249 | MISC WOOD PRODUCTS | 1,532 | 70,202 | 280 | 10,468 | 725 | 37,378 | 272 | 15,274 | 41 | 803 |
| 2491 | TREATED WOOD PRODS | 1,437 | 64,688 | 170 | 8,454 | 201 | 7,485 | 18 | 744 | 2,609 | 133,318 |
| 25 | FURNITURE & FIXTUR | 238 | 2,329 | 812 | 8,514 | 704 | 8,447 | 194 | 1,996 | 1,826 | 81,371 |
| 251 | FURNITURE | 229 | 2,231 | 751 | 7,489 | 388 | 2,880 | 43 | 591 | 1,948 | 19,288 |
| 253 | BLDG FURNITURE | 2 | 8 | 1 | 58 | 108 | 1,680 | 2 | 110 | 1,411 | 13,191 |
| 254 | STORE FIXTURES ETC | 8 | 85 | 54 | 911 | 72 | 854 | | | 113 | 1,856 |
| 259 | MISC FURN & FIXTRS | 1 | 5 | 8 | 58 | 138 | 1,033 | 149 | 1,295 | 132 | 1,850 |
| 26 | PULP PAPER PRODS | 5,755 | 133,093 | 19,061 | 490,849 | 19,398 | 1,044,261 | 15,937 | 873,051 | 292 | 2,389 |
| 261 | PULP MILL PRODS | 38 | 2,582 | 652 | 39,489 | 4,239 | 298,732 | 3,276 | 222,639 | 60,149 | 2,541,254 |
| 26111 | PULP | 12 | 791 | 107 | 8,732 | 4,208 | 293,943 | 3,220 | 218,465 | 8,205 | 561,422 |
| 262 | PAPER /EX BUILDNG/ | 807 | 27,044 | 3,243 | 124,783 | 5,068 | 294,299 | 2,088 | 125,620 | 7,547 | 519,931 |
| 26211 | NEWSPRINT | | | 2 | 168 | 765 | 49,879 | 283 | 18,293 | 11,008 | 571,748 |
| 26212 | GRND WD PPR UNCTD | 10 | 897 | 12 | 346 | 998 | 84,229 | 360 | 25,337 | 1,050 | 68,328 |
| 26213 | PRINTING PAPER | 349 | 17,672 | 1,790 | 69,648 | 2,329 | 137,683 | 892 | 45,218 | 1,380 | 90,609 |
| 26214 | WRAPPING PAPER | 195 | 8,244 | 547 | 23,198 | 447 | 24,825 | 542 | 36,293 | 5,360 | 270,221 |
| 26217 | INDUSTRIAL PAPER | 4 | 20 | | | | | | | 1,731 | 92,558 |
| 26218 | SAN TISSUE STOCK | 1 | 11 | 747 | 25,589 | 519 | 17,210 | 1 | 68 | 5 | 88 |
| 263 | PAPERBOARDS ETC | 837 | 39,811 | 2,802 | 127,184 | 7,318 | 392,750 | 9,844 | 492,844 | 1,278 | 43,221 |
| 264 | CONVERTD PAPBD PRD | 4,019 | 58,098 | 11,703 | 170,931 | 2,160 | 37,050 | 834 | 28,380 | 20,401 | 1,052,589 |
| 2643 | PAPER BAGS | 9 | 257 | 13 | 548 | 112 | 3,191 | 22 | 795 | 18,718 | 292,439 |
| 26471 | SAN TSU HLTH PROD | 3,888 | 54,082 | 11,361 | 164,810 | 1,848 | 29,405 | 762 | 28,317 | 156 | 4,791 |
| 265 | BOXES PAPERBRD ETC | 172 | 2,957 | 255 | 8,473 | 159 | 2,428 | 44 | 945 | 17,857 | 274,614 |
| 266 | BUILDING PAPER ETC | 82 | 4,821 | 608 | 21,989 | 452 | 21,002 | 51 | 2,643 | 830 | 12,803 |
| 26613 | WALLBOARD | 81 | 4,592 | 538 | 19,909 | 403 | 18,846 | 50 | 2,578 | 1,191 | 50,255 |
| | | | | | | | | | | 1,072 | 45,925 |

RC-131300 CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC 1982 4/4

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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YEAR OF 1982

MILES OF ROAD OPERATED - 3,287

REVENUE FREIGHT ORIGINATING
ON RESPONDENTS ROAD

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

| | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|---------------------------|------------------------|---------|-----------------------------|---------|------------------------|-----------|-----------------------------|---------|----------------------------------|-----------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 27 PRINTED MATTER | | | 8 | 372 | 2 | 94 | 3 | 145 | 13 | 611 | 9,262 |
| 271 NEWSPAPERS | | | | | | | | | | | |
| 272 PERIODICALS | | | | | | | | | | | |
| 273 BOOKS | | | | | | | 1 | 55 | 1 | 55 | 959 |
| 274 MISC PRNTD MATTER | | | 7 | 330 | 2 | 94 | 2 | 90 | 11 | 514 | 7,776 |
| 276 MANIFOLD BUS FORMS | | | | | | | | | | | |
| 277 GREETING CARDS ETC | | | | | | | | | | | |
| 278 BLANKBOOKS ETC | | | 1 | 42 | | | | | 1 | 42 | 527 |
| 279 PRD OF SERVICE IND | | | | | | | | | | | |
| 28 CHEMICALS ETC | 2,898 | 209,308 | 8,211 | 371,451 | 16,520 | 1,424,183 | 7,932 | 709,478 | 33,559 | 2,714,400 | 33,282,196 |
| 281 IND INORG ORG CHEM | 1,975 | 147,657 | 2,048 | 169,905 | 9,117 | 818,603 | 6,733 | 618,515 | 19,873 | 1,752,680 | 22,385,215 |
| 2812 INORGANIC COMPNDS | 712 | 53,381 | 854 | 82,621 | 5,735 | 535,983 | 6,290 | 579,787 | 13,591 | 1,251,772 | 15,418,426 |
| 28123 SODIUM COMPOUNDS | 15 | 1,267 | 119 | 11,787 | 1,038 | 94,534 | 4,795 | 440,822 | 5,965 | 548,410 | 7,300,237 |
| 2813 INDUSTRIAL GASES | 95 | 2,499 | 428 | 30,893 | 4 | 129 | 44 | 3,723 | 571 | 37,244 | 515,751 |
| 2814 COAL TAR PRODS ETC | 44 | 1,773 | 3 | 200 | 63 | 5,368 | 5 | 290 | 115 | 7,631 | 105,038 |
| 2816 INORGANIC PIGMENTS | 3 | 208 | 3 | 111 | 85 | 7,123 | 2 | 197 | 93 | 7,639 | 143,570 |
| 2818 MISC ORGANIC CHEMS | 94 | 5,624 | 196 | 14,350 | 1,571 | 129,819 | 285 | 23,277 | 2,146 | 173,070 | 2,272,297 |
| 28184 ALCOHOLS | 20 | 852 | 134 | 10,350 | 299 | 22,099 | 172 | 13,793 | 625 | 47,094 | 594,541 |
| 2819 MISC INORGAN CHEMS | 995 | 82,964 | 560 | 41,484 | 1,333 | 110,244 | 103 | 8,867 | 2,991 | 243,559 | 3,819,078 |
| 28193 SULPHURIC ACID | 468 | 38,873 | 173 | 12,449 | 47 | 4,215 | | | 688 | 55,337 | 761,512 |
| 282 PLSTC & SYN PRODS | 125 | 10,199 | 429 | 33,186 | 2,273 | 193,219 | 710 | 58,655 | 3,537 | 293,259 | 3,789,751 |
| 28212 SYNTHETIC RUBBER | 32 | 2,889 | 14 | 655 | 178 | 13,375 | 87 | 3,108 | 291 | 20,025 | 379,160 |
| 28213 SYN ORGANIC FIBRES | | | 2 | 43 | 6 | 93 | 3 | 295 | 11 | 431 | 9,052 |
| 283 DRUGS | 7 | 236 | | | 1 | 75 | 1 | 50 | 9 | 361 | 8,864 |
| 284 SOAP DETERGENTS ETC | 137 | 3,453 | 1,585 | 54,763 | 29 | 1,468 | 2 | 121 | 1,753 | 59,805 | 1,243,039 |
| 2841 SOAP & DETERGENTS | 53 | 1,060 | 442 | 13,241 | 1 | 11 | 1 | 54 | 497 | 14,366 | 357,083 |
| 285 PAINTS VARNISH ETC | 22 | 490 | 133 | 2,613 | 41 | 1,908 | | | 196 | 5,009 | 100,773 |
| 286 GUM & WOOD CHEMS | 2 | 190 | 25 | 1,492 | 116 | 5,906 | 4 | 241 | 149 | 7,829 | 138,810 |
| 287 AGRI CHEMICALS | 517 | 44,886 | 1,573 | 94,174 | 3,738 | 324,365 | 223 | 18,144 | 8,049 | 481,559 | 4,109,679 |
| 2871 FERTILIZERS | 466 | 42,833 | 731 | 64,320 | 2,974 | 284,829 | 219 | 17,821 | 4,390 | 409,803 | 2,955,029 |
| 289 MISC CHEM PRODUCTS | 111 | 2,197 | 418 | 15,318 | 1,205 | 78,621 | 259 | 17,752 | 1,993 | 113,888 | 1,508,065 |
| 2892 EXPLOSIVES | 3 | 58 | 41 | 1,324 | 25 | 1,174 | 1 | 20 | 70 | 2,576 | 48,461 |
| 28991 SALT COMMON | | | | | 872 | 59,529 | 171 | 11,242 | 1,043 | 70,771 | 724,211 |
| 29 PETRO & COAL PRODS | 913 | 52,593 | 1,863 | 115,485 | 3,521 | 241,396 | 1,298 | 92,848 | 7,595 | 502,322 | 7,724,893 |
| 291 PROD OF PETR REFNG | 835 | 39,884 | 888 | 60,691 | 3,021 | 218,491 | 910 | 63,423 | 5,454 | 380,489 | 6,036,808 |
| 29111 GASOLINE | | | 1 | 77 | 2 | 66 | 1 | 94 | 4 | 237 | 4,519 |
| 29112 KEROSENE | | | | | | | | | | | |
| 29113 DISTILLATE FUELOIL | 11 | 861 | | | 1 | 87 | 1 | 65 | 13 | 1,033 | 11,057 |
| 29114 LUBRICATING OILS | 153 | 3,698 | 13 | 800 | 358 | 21,165 | 152 | 11,256 | 678 | 36,917 | 611,913 |
| 29115 LUBRICATING GREASES | 2 | 20 | | | 11 | 243 | 1 | 38 | 14 | 301 | 7,717 |

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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YEAR OF 1982

MILES OF ROAD OPERATED - 3,267

REVENUE FREIGHT ORIGINATING
ON RESPONDENTS ROAD

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

| | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|--------------------------|------------------------|---------|-----------------------------|--------|------------------------|---------|-----------------------------|---------|----------------------------------|---------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 29118 ASPH TAR & PITCHES | 4 | 241 | | | 34 | 2,684 | | | 38 | 2,905 | 49,210 |
| 29117 RESIDUAL FUEL OIL | 418 | 32,510 | 45 | 2,711 | 1,432 | 108,117 | 898 | 48,078 | 2,589 | 189,418 | 2,826,107 |
| 29119 PROD OF PETRO RFNG | 11 | 344 | 10 | 473 | 518 | 37,582 | 17 | 884 | 554 | 39,283 | 648,582 |
| 2912 LIQ PETRO GAS ETC | 38 | 2,192 | 819 | 58,830 | 667 | 48,587 | 42 | 3,008 | 1,568 | 110,397 | 1,877,503 |
| 295 PAVING & ROOF MATL | 40 | 1,988 | 8 | 431 | 100 | 4,456 | 2 | 188 | 150 | 7,039 | 83,117 |
| 2951 PAVING MIX & BLOCK | | | | | 56 | 2,278 | 2 | 188 | 58 | 2,444 | 30,772 |
| 2952 ASPH FELT&COATINGS | 40 | 1,988 | 8 | 431 | 44 | 2,178 | | | 82 | 4,595 | 52,345 |
| 299 MISC PET&COAL PROD | 238 | 10,723 | 987 | 54,383 | 400 | 20,449 | 388 | 29,259 | 1,991 | 114,794 | 1,805,188 |
| 29911 COKE&COAL BRIQUETS | 12 | 521 | 2 | 104 | | | 1 | 42 | 15 | 667 | 8,542 |
| 29913 PET COKE, EXC BRIQ | | | 1 | 79 | 21 | 1,500 | 305 | 24,950 | 327 | 28,529 | 287,876 |
| 29914 COKE FR CL EX BRIQ | 228 | 10,202 | 802 | 42,788 | 321 | 15,285 | 63 | 3,034 | 1,412 | 71,289 | 988,792 |
| 30 RUBBER&PLASTIC PRD | 75 | 1,555 | 137 | 1,602 | 1,104 | 20,838 | 39 | 877 | 1,355 | 24,870 | 837,588 |
| 301 TIRES & INNER TUBE | 55 | 873 | 5 | 99 | 1,038 | 18,844 | 19 | 422 | 1,115 | 20,238 | 873,691 |
| 302 RUBBER FOOTWEAR | | | | | | | | | | | |
| 303 RECLAIMED RUBBER | | | | | | | | | | | |
| 304 RBR & PLSTC HS&BLT | 1 | 51 | | | 27 | 1,891 | | | 28 | 1,742 | 33,188 |
| 308 MISC RUBBER PRODS | | | 1 | 15 | 2 | | | | 3 | 15 | 1,038 |
| 307 MISC PLASTIC PRODS | 19 | 831 | 131 | 1,488 | 39 | 301 | 20 | 455 | 209 | 2,875 | 129,651 |
| 31 LEATHER & PRODUCTS | 8 | 277 | 4 | 50 | 2 | 24 | 1 | 62 | 15 | 413 | 9,748 |
| 311 LEATHER | 8 | 117 | | | 1 | 18 | 1 | 62 | 8 | 195 | 4,140 |
| 312 LEATH BLTNG&PACKNG | | | | | | | | | | | |
| 313 BOOT&SHOE MATERIALS | | | 4 | 50 | | | | | 4 | 50 | 3,416 |
| 314 FOOTWEAR /EX RUBR/ | 2 | 180 | | | 1 | 8 | | | 3 | 168 | 2,192 |
| 315 LEATH GLOVES ETC | | | | | | | | | | | |
| 318 LUGGAGE HNDGGS ETC | | | | | | | | | | | |
| 319 MISC LEATHER GOODS | | | | | | | | | | | |
| 32 STNE CLAY&GLS PROD | 2,580 | 180,881 | 1,232 | 82,073 | 5,888 | 410,680 | 1,193 | 129,315 | 10,853 | 782,949 | 10,258,944 |
| 321 FLAT GLASS | 13 | 509 | 19 | 490 | 63 | 2,219 | | | 95 | 3,218 | 113,379 |
| 322 GLASS PRESSD&BLOWN | 298 | 4,341 | 78 | 2,820 | 15 | 233 | 5 | 84 | 398 | 7,478 | 208,190 |
| 3221 GLASS CONTAINERS | 298 | 4,295 | 77 | 2,802 | 4 | 88 | 2 | 38 | 379 | 7,201 | 200,700 |
| 324 HYDRAULIC CEMENT | 1,404 | 109,207 | 493 | 38,021 | 1,157 | 91,849 | 125 | 9,047 | 3,179 | 248,124 | 2,454,428 |
| 32411 CEMENT HYDRAUL ETC | 1,400 | 108,888 | 493 | 38,021 | 1,157 | 91,849 | 125 | 9,047 | 3,175 | 247,805 | 2,449,829 |
| 325 STRUCT CLAY PRODS | 29 | 1,744 | 49 | 2,783 | 379 | 23,187 | 33 | 1,980 | 490 | 29,874 | 398,017 |
| 3251 BRICK & CLAY TILE | 27 | 1,628 | 33 | 2,185 | 325 | 20,058 | 12 | 915 | 397 | 24,786 | 281,996 |
| 32511 BRICK | 27 | 1,628 | 33 | 2,185 | 325 | 20,058 | 12 | 915 | 397 | 24,786 | 281,996 |
| 3253 CERAMIC TILE | | | | | | | | | | | |
| 3255 REFRACTORIES | 2 | 118 | 18 | 598 | 54 | 3,109 | 21 | 1,065 | 93 | 4,888 | 118,021 |
| 3259 MISC CLAY PRODUCTS | | | | | | | | | | | |
| 32594 ROOFING TILE | | | | | | | | | | | |
| 326 POTTERY & PRODUCTS | | | | | 10 | 239 | 3 | 297 | 13 | 538 | 11,747 |

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RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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REVENUE FREIGHT ORIGINATING
ON RESPONDENTS ROAD

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

MILES OF ROAD OPERATED - 3,267

| | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|--------------------------|------------------------|---------|-----------------------------|---------|------------------------|---------|-----------------------------|---------|----------------------------------|-----------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 327 CONC GYP&PLAS PROD | 154 | 12,257 | 48 | 2,003 | 127 | 8,853 | 14 | 1,152 | 341 | 24,285 | 501,057 |
| 3271 CONCRETE PRODUCTS | | | 40 | 1,573 | 2 | 80 | 1 | 30 | 43 | 1,683 | 69,071 |
| 3274 LIME | 154 | 12,257 | 8 | 430 | 83 | 5,681 | 11 | 998 | 234 | 19,368 | 375,888 |
| 3275 GYPSUM PRODUCTS | | | | | 62 | 3,092 | 2 | 124 | 64 | 3,218 | 58,300 |
| 328 CUT STONE & PRODS | | | 1 | 100 | | | 1 | 97 | 2 | 197 | 2,208 |
| 329 ABRASVS ASBEST ETC | 882 | 32,823 | 548 | 35,858 | 4,117 | 284,120 | 1,012 | 116,658 | 6,337 | 489,457 | 8,589,918 |
| 3291 ABRASIVE PRODUCTS | 2 | 40 | 1 | 15 | | | | | 3 | 55 | 1,131 |
| 3295 NMETIC MNRLS GRND | 345 | 30,000 | 399 | 34,790 | 4,005 | 282,748 | 978 | 115,519 | 5,727 | 463,655 | 8,137,813 |
| 33 PRIMARY METAL PROD | 3,385 | 192,055 | 3,578 | 211,478 | 8,625 | 653,208 | 2,010 | 135,183 | 17,598 | 1,191,822 | 15,024,307 |
| 331 STEEL MILL PRODS | 3,315 | 187,919 | 2,308 | 154,820 | 5,698 | 434,081 | 1,438 | 90,397 | 12,755 | 867,197 | 9,881,838 |
| 33111 PIG IRON | 29 | 2,129 | 2 | 107 | 77 | 5,899 | | | 108 | 7,935 | 89,338 |
| 33112 SLAG | 2 | 78 | | | 2 | 35 | | | 4 | 113 | 3,813 |
| 33119 COKE OVEN PROD ETC | | | | | | | | | | | |
| 3312 PRIMARY I&S PRODS | 3,211 | 182,352 | 2,241 | 150,850 | 5,598 | 427,172 | 1,435 | 90,213 | 12,485 | 850,387 | 9,543,709 |
| 33121 STEEL INGOT&SHAPES | 872 | 20,848 | 11 | 974 | 380 | 29,371 | 24 | 1,580 | 1,287 | 52,751 | 918,815 |
| 3313 FERRO-ALLOYS | 44 | 2,771 | 14 | 1,148 | 19 | 1,155 | 3 | 184 | 80 | 5,258 | 143,113 |
| 3315 STL WIRE NAILS ETC | 29 | 589 | 49 | 2,915 | | | | | 78 | 3,504 | 71,868 |
| 332 IRON&STEEL CASTNGS | 5 | 149 | 7 | 253 | 12 | 457 | 29 | 1,591 | 53 | 2,450 | 43,225 |
| 33211 I&S CAST PIPE ETC | 3 | 44 | 2 | 91 | 1 | 38 | 28 | 1,559 | 34 | 1,730 | 30,750 |
| 333 PRIM SMELTER PRODS | 35 | 2,287 | 198 | 14,820 | 2,289 | 177,983 | 380 | 29,542 | 2,880 | 224,412 | 3,512,288 |
| 3331 COPPER SMELTR PROD | 1 | 58 | | | 81 | 5,710 | 108 | 9,491 | 188 | 15,259 | 245,282 |
| 3332 LEAD SMELTER PRODS | | | 1 | 22 | 18 | 1,315 | 7 | 513 | 28 | 1,850 | 27,398 |
| 3333 ZINC SMELTER PRODS | 2 | 114 | 18 | 971 | 51 | 3,471 | 8 | 854 | 75 | 5,410 | 73,393 |
| 3334 ALUM SMELTER PRODS | 32 | 2,115 | 174 | 13,399 | 2,132 | 187,333 | 261 | 18,684 | 2,599 | 201,531 | 3,157,742 |
| 335 NONFERROUS SHAPES | 20 | 1,188 | 599 | 30,322 | 578 | 37,610 | 158 | 13,389 | 1,356 | 82,489 | 1,282,591 |
| 3351 CPR BRS BRZ SHAPES | | | 2 | 122 | 20 | 1,754 | 148 | 12,650 | 170 | 14,528 | 203,958 |
| 3352 ALUMINUM SHAPES | 9 | 589 | 580 | 29,058 | 526 | 33,948 | 1 | 68 | 1,116 | 63,641 | 1,032,053 |
| 3357 NONFERROUS WIRE | 11 | 599 | 18 | 1,098 | 32 | 1,848 | 9 | 673 | 68 | 4,218 | 44,814 |
| 338 NONFERROUS CASTNGS | | | 458 | 10,595 | 23 | 402 | | | 481 | 10,997 | 276,228 |
| 3381 ALUMINUM CASTINGS | | | 458 | 10,595 | 23 | 402 | | | 481 | 10,997 | 276,228 |
| 3382 CPR BRS BRZ CASTGS | | | | | | | | | | | |
| 339 MISC PRI MTL PRODS | 10 | 532 | 10 | 868 | 46 | 2,715 | 5 | 284 | 71 | 4,377 | 48,337 |
| 3391 I&S FORGINGS | 3 | 488 | 1 | 20 | 41 | 2,487 | | | 50 | 2,995 | 27,519 |
| 3392 NONFERROUS FORGNNGS | | | | | 1 | 40 | | | 1 | 40 | 830 |
| 34 FABR METAL PRODS | 251 | 3,707 | 658 | 12,822 | 212 | 4,830 | 42 | 1,948 | 1,183 | 23,365 | 788,839 |
| 341 METAL CANS | 75 | 378 | 288 | 2,702 | 87 | 910 | 1 | 9 | 451 | 3,999 | 239,430 |
| 342 CUTLRY TOOLS HDWRE | 10 | 142 | 1 | 15 | 1 | 18 | 2 | 120 | 14 | 295 | 7,165 |
| 343 PLUMBING FXTRS ETC | | | | | 2 | 11 | 14 | 584 | 18 | 595 | 5,789 |
| 3433 HEATING EQUIPMENT | | | | | 2 | 11 | 12 | 508 | 14 | 517 | 4,552 |
| 344 FAB STRUCT MTL PRD | 55 | 1,898 | 240 | 7,255 | 66 | 2,813 | 10 | 833 | 371 | 12,197 | 310,338 |
| 3441 FAB STRUCT MTL PRD | 16 | 742 | 44 | 993 | 28 | 1,898 | 4 | 181 | 92 | 3,814 | 72,699 |
| 34411 FAB STRTL IRON STL | 18 | 742 | 44 | 993 | 28 | 1,898 | 4 | 181 | 92 | 3,814 | 72,699 |

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RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

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MILES OF ROAD OPERATED - 3,267

REVENUE FREIGHT ORIGINATING
ON RESPONDENTS ROAD

REVENUE FREIGHT RECEIVED
FROM CONNECTING CARRIERS

| | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS |
|-------------------------|------------------------|--------|-----------------------------|---------|------------------------|---------|-----------------------------|--------|----------------------------------|---------|--|
| | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | |
| 345 BOLTS NUTS SCR ETC | 1 | 57 | 5 | 157 | 2 | 79 | 1 | 95 | 9 | 388 | 7,870 |
| 346 METAL STAMPINGS | 2 | 10 | 13 | 257 | 16 | 619 | 1 | 89 | 32 | 955 | 24,524 |
| 348 MISC FAB WIRE PROD | | | | | 2 | 77 | | | 2 | 77 | 1,263 |
| 349 MISC FAB METL PROD | 108 | 1,424 | 111 | 2,438 | 38 | 563 | 13 | 438 | 288 | 4,859 | 190,160 |
| 3491 MTL BBLs DRUMS ETC | 73 | 797 | 89 | 1,160 | 31 | 387 | 11 | 318 | 204 | 2,662 | 139,797 |
| 3494 VALVES & PIPE FTGS | | | 2 | 120 | | | | | 2 | 120 | 1,125 |
| 35 MACHINERY | 215 | 5,859 | 4,878 | 89,315 | 379 | 8,545 | 257 | 8,160 | 5,727 | 111,679 | 4,299,677 |
| 351 ENGINES & TURBINES | 32 | 2,739 | 381 | 6,373 | 2 | 172 | | | 395 | 9,284 | 293,854 |
| 352 FARM MCHY & EQUIPT | 87 | 1,213 | 3,352 | 55,374 | 268 | 3,360 | 118 | 2,718 | 3,825 | 62,665 | 2,725,748 |
| 3524 GRDN & LWN EQPMNT | 1 | 9 | 2 | 19 | 28 | 550 | 97 | 2,266 | 128 | 2,844 | 89,904 |
| 353 CONSTR EQUIPNT ETC | 87 | 1,309 | 797 | 24,072 | 77 | 3,597 | 108 | 4,090 | 1,049 | 33,068 | 956,037 |
| 3531 CONSTR MCHY&EQUIPT | 55 | 1,087 | 658 | 20,950 | 58 | 2,420 | 81 | 2,618 | 850 | 27,084 | 780,787 |
| 3532 MINING MCHY&EQUIPT | 3 | 95 | 45 | 1,690 | 2 | 31 | 12 | 958 | 62 | 2,774 | 82,450 |
| 3533 OILFIELD MCHY ETC | 1 | 18 | 1 | 13 | | | 1 | 17 | 3 | 48 | 1,388 |
| 3537 INDUSTR TRUCKS ETC | 2 | 35 | 8 | 203 | 2 | 21 | 10 | 411 | 20 | 670 | 18,096 |
| 354 METALWKNG MCHY ETC | | | 4 | 238 | 9 | 845 | 2 | 97 | 15 | 1,180 | 42,734 |
| 355 SPEC INDUSTRY MCHY | 1 | 15 | 8 | 244 | 9 | 231 | 22 | 1,085 | 40 | 1,575 | 51,729 |
| 356 GEN IND MCHY ETC | 19 | 110 | 284 | 1,441 | 3 | 95 | 1 | 48 | 307 | 1,694 | 185,491 |
| 357 OFFICE ACCT MACHS | 1 | 52 | 2 | 194 | | | | | 3 | 248 | 2,144 |
| 358 SERVICE IND MACHS | 4 | 49 | 8 | 128 | 1 | 8 | 2 | 28 | 15 | 211 | 10,954 |
| 359 MISC MCHY & PARTS | 4 | 172 | 60 | 1,253 | 10 | 237 | 4 | 94 | 78 | 1,756 | 61,186 |
| 36 ELECT MCHY EQUIPT | 185 | 3,178 | 570 | 12,140 | 305 | 6,578 | 233 | 4,920 | 1,293 | 26,816 | 1,093,649 |
| 361 ELECT TRANS EQUIPT | 4 | 208 | 23 | 1,109 | 14 | 748 | 26 | 1,307 | 67 | 3,368 | 131,167 |
| 362 ELECT INDUS APPARA | 2 | 90 | 24 | 1,229 | | | | | 26 | 1,319 | 40,406 |
| 363 HSEHOLD APPLIANCES | 149 | 2,410 | 478 | 8,770 | 118 | 1,243 | 203 | 3,472 | 948 | 15,895 | 772,135 |
| 3631 HILD COOKNG EQUIPT | 1 | 17 | 4 | 72 | 14 | 151 | 21 | 387 | 40 | 627 | 19,879 |
| 3632 REFRIG & FREEZERS | 47 | 413 | 53 | 825 | 12 | 115 | 34 | 699 | 146 | 2,052 | 117,314 |
| 3633 HILD LAUNDRY EQUIP | 3 | 28 | 2 | 25 | 86 | 887 | 142 | 2,297 | 233 | 3,217 | 102,293 |
| 364 ELECT LIGHT EQ ETC | 8 | 100 | 2 | 30 | 79 | 1,707 | 4 | 141 | 93 | 1,978 | 45,242 |
| 365 RADIO & TV SETS | 1 | 8 | 3 | 29 | 68 | 1,035 | | | 72 | 1,072 | 37,847 |
| 366 COMMUNICATION EQUI | | | | | | | | | | | |
| 367 ELECTRONIC COMPONT | | | | | | | | | | | |
| 369 MISC ELECT EQUIPMT | 21 | 384 | 40 | 973 | 26 | 1,847 | | | 87 | 3,184 | 68,852 |
| 37 TRANSPORT EQUIPMT | 4,139 | 88,530 | 15,849 | 359,083 | 14,590 | 351,883 | 2,241 | 51,978 | 38,819 | 851,472 | 33,766,314 |
| 371 MOTOR VEHICLES ETC | 3,349 | 69,697 | 14,857 | 338,479 | 13,958 | 335,163 | 2,127 | 48,580 | 34,291 | 789,919 | 32,838,637 |
| 3711 MOTOR VEHICLES | 478 | 11,109 | 6,898 | 155,501 | 10,012 | 227,216 | 1,442 | 38,563 | 18,928 | 432,389 | 20,395,198 |
| 37111 PASSENGER CARS SU | 178 | 4,971 | 430 | 14,829 | 7,946 | 188,118 | 984 | 27,834 | 9,538 | 235,752 | 10,687,235 |
| 37112 TRUCKS ASSEMBLED | 300 | 6,138 | 6,557 | 140,382 | 1,830 | 34,267 | 431 | 9,545 | 9,118 | 190,332 | 9,366,124 |
| 37113 MOTOR COACHES ETC | | | | | | | | | | | |
| 3712 PAS CAR BODIES | | | | | | | 1 | 50 | 1 | 50 | 1,495 |
| 3713 TRUCK BODIES | 2 | 49 | 4 | 188 | 55 | 1,263 | 1 | 20 | 1 | 20 | 322 |
| | | | | | | | 8 | 71 | 69 | 1,571 | 86,363 |

INTERSTATE COMMERCE COMMISSION
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MILES OF ROAD OPERATED - 3,267

| REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | | | | | | | | | | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | | | | | | | | | MILES OF ROAD OPERATED - 3,267 | |
|---|---------------------|--------------------------|---------|---------------------|---------|--------------------------|---------|-------------------------------|--------|-------------------------------|---------|---|------|-----------|------|--|--|--|--|--|--|--|--|--------------------------------|--|
| TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS | | | | | | | | | | | | | | | |
| CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | | | | | | | | | | |
| 3714 | MOTR VEH PARTS ETC | 2,408 | 54,188 | 7,599 | 175,031 | 3,844 | 105,879 | 675 | 9,906 | 14,526 | 345,002 | 12,240,822 | | | | | | | | | | | | | |
| 37147 | MOTOR VHL BODY PTS | 2 | 8 | 3 | 34 | 1,178 | 20,991 | 1 | 20 | 1,184 | 21,053 | 1,238,951 | | | | | | | | | | | | | |
| 3715 | TRUCK TRAILERS | 481 | 4,353 | 258 | 5,759 | 47 | 805 | 1 | 20 | 767 | 10,937 | 116,132 | | | | | | | | | | | | | |
| 372 | AIRCRAFT & PARTS | | | 1 | 55 | 1 | 19 | | | 2 | 74 | 1,761 | | | | | | | | | | | | | |
| 373 | SHIPS & BOATS | | | 1 | 10 | 2 | 28 | | | 3 | 36 | 1,400 | | | | | | | | | | | | | |
| 374 | RAILROAD EQUIPMENT | 785 | 18,790 | 923 | 21,589 | 622 | 16,570 | 114 | 3,398 | 2,444 | 60,345 | 902,579 | | | | | | | | | | | | | |
| 37422 | FREIGHT TRAIN CARS | 718 | 14,290 | 797 | 15,878 | 508 | 10,889 | 95 | 2,331 | 2,116 | 43,388 | 546,691 | | | | | | | | | | | | | |
| 375 | MOTORCYCLES ETC | 5 | 43 | 66 | 943 | 5 | 65 | | | 76 | 1,051 | 20,320 | | | | | | | | | | | | | |
| 378 | GDD MSL & VHL PRYS | | | | | | | | | | | | | | | | | | | | | | | | |
| 379 | MISC TRANSP EQUIPT | | | 1 | 7 | 2 | 40 | | | 3 | 47 | 1,817 | | | | | | | | | | | | | |
| 38 | INSTRUM PHOTO&OPTI | 1 | 6 | | | 1 | 4 | 23 | 406 | 25 | 416 | 7,111 | | | | | | | | | | | | | |
| 381 | SCIENTIFIC INSTRUM | | | | | | | | | | | | | | | | | | | | | | | | |
| 383 | OPTICAL INSTRUMENT | | | | | | | | | | | | | | | | | | | | | | | | |
| 384 | SURGICAL INSTR ETC | 1 | 6 | | | 1 | 4 | 23 | 406 | 25 | 416 | 7,111 | | | | | | | | | | | | | |
| 385 | OPTICIANS GOODS | | | | | | | | | | | | | | | | | | | | | | | | |
| 386 | PHOTO EQUIP & SUPL | | | | | | | | | | | | | | | | | | | | | | | | |
| 387 | CLOCKS & DEVICES | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | MISC PRODS OF MFG | 5 | 84 | 69 | 1,530 | 35 | 315 | 5 | 26 | 114 | 1,955 | 64,205 | | | | | | | | | | | | | |
| 391 | JEWELRY ETC | | | | | | | | | | | | | | | | | | | | | | | | |
| 393 | MUSICAL INSTR&PRTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 394 | TOYS ATH GOODS ETC | 1 | 10 | 37 | 617 | 35 | 315 | 5 | 26 | 78 | 968 | 44,469 | | | | | | | | | | | | | |
| 3949 | ATHLETIC GOODS | | | 1 | 7 | 8 | 95 | | | 9 | 102 | 5,375 | | | | | | | | | | | | | |
| 395 | PENS PENCILS ETC | | | | | | | | | | | | | | | | | | | | | | | | |
| 396 | COSTUME JEWELRY ETC | | | | | | | | | | | | | | | | | | | | | | | | |
| 399 | MISC MFGD PRODS | 4 | 74 | 32 | 913 | | | | | 36 | 987 | 19,736 | | | | | | | | | | | | | |
| 40 | WASTE & SCRAP MATL | 7,319 | 414,078 | 6,274 | 310,427 | 4,147 | 198,634 | 998 | 44,742 | 18,738 | 965,881 | 11,954,286 | | | | | | | | | | | | | |
| 401 | ASHES | | | | | | | | | | | | | | | | | | | | | | | | |
| 402 | WASTE & SCRAP | 7,319 | 414,078 | 6,274 | 310,427 | 4,147 | 198,634 | 999 | 44,742 | 18,738 | 965,881 | 11,954,286 | | | | | | | | | | | | | |
| 4021 | METAL SCRAP ETC | 5,898 | 380,949 | 4,593 | 241,725 | 3,085 | 154,818 | 214 | 11,680 | 13,588 | 769,172 | 8,979,370 | | | | | | | | | | | | | |
| 40211 | I&S SCRAP WSTE ETC | 5,417 | 350,912 | 3,588 | 200,313 | 2,029 | 119,133 | 197 | 10,783 | 11,211 | 681,141 | 7,284,870 | | | | | | | | | | | | | |
| 4022 | TEXTILE WASTE ETC | 73 | 3,938 | 82 | 2,933 | 57 | 1,616 | 10 | 249 | 222 | 8,736 | 205,080 | | | | | | | | | | | | | |
| 4024 | PAPER WASTE&SCRAP | 1,535 | 48,447 | 1,445 | 59,936 | 905 | 36,859 | 751 | 31,871 | 4,636 | 177,113 | 2,583,459 | | | | | | | | | | | | | |
| 4026 | RUBBER&PLAST SCRAP | 1 | 32 | 69 | 1,571 | 41 | 954 | 3 | 68 | 114 | 2,625 | 52,415 | | | | | | | | | | | | | |
| 41 | MISC FRT SHIPMENTS | 241 | 4,499 | 308 | 6,194 | 364 | 7,827 | 225 | 4,302 | 1,138 | 22,822 | 622,883 | | | | | | | | | | | | | |
| 411 | MISC FRT SHIPMENTS | 159 | 2,999 | 308 | 6,194 | 384 | 7,827 | 225 | 4,302 | 1,056 | 21,322 | 584,339 | | | | | | | | | | | | | |
| 41111 | OUTFITS OR KITS | 1 | 20 | 3 | 82 | 5 | 141 | | | 9 | 243 | 5,328 | | | | | | | | | | | | | |
| 41114 | USED ARTICLES | 157 | 2,982 | 246 | 4,869 | 294 | 6,259 | 225 | 4,302 | 922 | 18,392 | 454,319 | | | | | | | | | | | | | |
| 41115 | USED ART RETURNED | 1 | 17 | 5 | 158 | 7 | 359 | | | 13 | 534 | 23,674 | | | | | | | | | | | | | |
| 412 | MISC COMMOD NEC | 82 | 1,500 | | | | | | | 82 | 1,500 | 38,544 | | | | | | | | | | | | | |

INTERSTATE COMMERCE COMMISSION
REPORT OF FREIGHT COMMODITY STATISTICS
RESPONDENT - CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

FORM QCS PAGE 12
YEAR OF 1982

MILES OF ROAD OPERATED - 3,267

| | | REVENUE FREIGHT ORIGINATING ON RESPONDENTS ROAD | | | | REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS | | | | | | | |
|-----|---------------------|--|-----------|-----------------------------|-----------|--|------------|-----------------------------|-----------|----------------------------------|------------|--|--|
| | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TERMINATING ON LINE | | DELIVERED TO CONNECTIONS | | TOTAL REVENUE FREIGHT CARRIED | | GROSS FREIGHT REVENUE DOLLARS | |
| | | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | CAR LOADS | TONS | | |
| 42 | CONTAINERS RETURNED | 820 | 12,485 | 417 | 7,741 | 744 | 7,437 | 16 | 200 | 1,997 | 27,863 | 424,449 | |
| 421 | CONT RETD MTY ETC | 172 | 2,408 | 344 | 8,294 | 506 | 4,318 | 15 | 182 | 1,037 | 13,202 | 254,176 | |
| 422 | TRAILERS RETD MTY | 848 | 10,077 | 73 | 1,447 | 238 | 3,118 | 1 | 18 | 980 | 14,681 | 170,273 | |
| 44 | FRT FORWARDER TRAF | 64 | 1,015 | 5 | 74 | 142 | 1,808 | 2 | 58 | 213 | 2,953 | 69,485 | |
| 441 | FRT FWDR TRAF CL | 64 | 1,015 | 5 | 74 | 142 | 1,808 | 2 | 58 | 213 | 2,953 | 69,485 | |
| 45 | SHIPPER ASSN ETC | 12,458 | 172,309 | 8,808 | 117,538 | 827 | 18,845 | 2 | 42 | 20,091 | 308,534 | 5,951,665 | |
| 451 | SHIP ASSN TRAF CL | 12,458 | 172,309 | 8,808 | 117,538 | 827 | 18,845 | 2 | 42 | 20,091 | 308,534 | 5,951,665 | |
| 46 | MISC MIXED SHIPMTS | 23,883 | 353,357 | 7,977 | 149,934 | 7,880 | 137,932 | 1,127 | 29,024 | 40,867 | 870,247 | 13,880,436 | |
| 461 | ALLFREIGHT RATE | 23,883 | 352,413 | 7,975 | 149,917 | 7,880 | 137,932 | 1,098 | 28,058 | 40,820 | 868,320 | 13,856,558 | |
| 462 | MIXED SHIPMENTS | 14 | 944 | 2 | 17 | | | 31 | 968 | 47 | 1,927 | 23,880 | |
| 469 | | 141,471 | 7,544,043 | 141,255 | 6,896,436 | 181,038 | 10,802,199 | 67,470 | 4,092,327 | 511,232 | 29,435,005 | 352,120,731 | |
| 47 | SMALL PACK FREIGHT | | 280 | | 1,005 | | 15 | | 6,814 | | 8,094 | 83,867 | |
| 471 | SMALL SHIPMENTS LCL | | 280 | | 1,005 | | 15 | | 6,814 | | 8,094 | 83,867 | |
| 479 | | 141,471 | 7,544,303 | 141,255 | 6,897,441 | 181,038 | 10,802,214 | 67,470 | 4,099,141 | 511,232 | 29,443,099 | 352,204,598 | |