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EXPIRES 3-31-96

annual report

Chicago and North Western Railway
Company and Lessor Subsidiaries

OFFICE OF ECONOMICS
SECTION OF
AUDIT & ACCOUNTING
REPORT NO. 130900
MAR 31 1 50 PM '95
INTERSTATE COMMERCE
COMMISSION
WASHINGTON, D.C. 20420



to the Interstate Commerce Commission
For the Year Ended December 31, 1994

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Office of Economics, Washington, D.C. 20423, by March 31 of the year following that for which the report is made. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part 1 of the Interstate Commerce Act:

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

(c) The Commission shall streamline and simplify, to the maximum extent practicable, the reporting requirements applicable under this subchapter to motor common carriers of property with respect to transportation provided under certificates to which the provisions of section 10922(b)(4)(E) of this title apply and to motor contract carriers of property with respect to transportation provided under permits to which the provisions of section 10923(b)(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. 11941. (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 the \$500 for each violation and for not more the \$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 (b) 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 Office of Economics immediately upon preparation, two copies of its latest annual report to stockholders. See schedule B, page 2.

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

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

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

4. If it be necessary or desirable to insert additional statements, typewritten or other, in a report, they should be legibly made on durable paper and, wherever practicable, on sheets not larger than a page of the Form. Inserted sheets should be securely attached, preferable at the inner margin: attachments 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 \$1000 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, 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 operating revenues of \$250,000,000 or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$250,000,00 but in excess of \$20,000,000.

Class III companies are those having annual operating revenues of \$20,000,000 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 stated below:

Commission means the Interstate Commerce Commission. Respondent means the person or corporation in whose behalf the report is made. Year means the year ended December 31 for which the report is made. The Close of the Year means the close of business on December 31 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. The Beginning of the Year means the beginning of business on January 1 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. The Preceding Year means the year ended December 31 of the year 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

**CHICAGO AND NORTH WESTERN RAILWAY COMPANY
AND LESSOR SUBSIDIARIES**

to the

INTERSTATE COMMERCE COMMISSION

for the

YEAR ENDED DECEMBER 31, 1994

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

(Name) F. G. BITTER (Title) SENIOR VICE PRESIDENT-FINANCE AND ACCOUNTING

(Telephone number) 312 559-6500
(area code) (telephone number)

(Office address) 165 North Canal Street, Chicago, Illinois 60606
(street and number, city, state, and zip code)

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SPECIAL NOTICE

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

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

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Section of Administrative Services, Interstate Commerce Commission and the Office of Information and Regulatory Affairs, Office of Management and Budget.

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
NONE		

B. IDENTITY OF RESPONDENT

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

1. **Give in full the exact name of the respondent.** Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between **railroad** and **railway**. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification". If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.
3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report

CHICAGO AND NORTH WESTERN RAILWAY COMPANY AND LESSOR SUBSIDIARIES*

2. Date of incorporation March 24, 1970
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers of trustees
Organized under general laws of State of Delaware as North Western Employees Transportation Corporation.
By Certificate of Amendment filed with Secretary of State of Delaware on May 2, 1972, name was changed to
Chicago and North Western Transportation Company.
By Certificate of Amendment of Restated Certificate of Incorporation filed with Secretary of State of Delaware
on May 5, 1994, Chicago and North Western Transportation Company changed its name to Chicago and North
Western Railway Company effective May 6, 1994.
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

* Lessor of Rail Lines and Other Operating Property: Midwestern Railroad Properties, Incorporated
North Western Leasing Company

Minor Land Companies: Wisconsin Town Lot Company

Environmental Companies: Environmental Railroad Properties, Incorporated

STOCKHOLDERS REPORTS

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

Check appropriate box:

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

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$ 0.28 per share, first preferred \$ _____ per share, second preferred \$ _____ per share, debenture stock \$ _____ per share.
2. State whether or not each share of stock has the right to one vote. If not, give full particulars in a footnote Yes
3. Are voting rights proportional to holdings: Yes
If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stocks No. If so, name in a footnote each security other than stock to which voting rights are attached as of the close of the year, and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method No. If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing
Not Closed
7. State the total voting power of all security holders of the respondent at the date of such closing if within one year of the date of such filing; if not, state as of the close of the year 1,000 votes as of (date) December 31, 1994
8. State the total number of stockholders of record as of the date shown in answer to inquiry No. 7: One 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 one 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 (a)	Address of security holder (b)	Number of votes to which security holder was entitled (c)	Number of votes, classified with respect to securities on which based			Line No.
				Stock			
				Common (d)	Second	First	
(e)	(f)						
1	Chicago and North Western						1
2	Transportation company	Chicago, IL	1,000	1,000			2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
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28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent: 1,000 votes cast.
11. Give the date of such meeting: MAY 17, 1994
12. Give the place of such meeting: CHICAGO, ILLINOIS

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash	4,276	223	1
2		702	Temporary Cash Investments	98,489	42,605	2
3		703	Special Deposits	2,014	691	3
4		704	Accounts Receivable			
			- Loan and Notes	20	9	4
5		705	- Interline and Other Balances	7,800	9,635	5
6		706	- Customers	59,941	49,816	6
7		707	- Other	25,205	22,982	7
8		709, 708	- Accrued Accounts Receivables	29,018	41,811	8
9		708.5	- Receivables from Affiliated Companies	31,781	24,776	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(269)	(243)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	3,902	6,254	11
12		712	Materials and Supplies	25,183	26,863	12
13		713	Other Current Assets	2,061	2,790	13
14			TOTAL CURRENT ASSETS	289,421	228,212	14
Other Assets						
15		715, 716, 717	Special Funds	1,528	1,528	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	81,898	93,861	16
17		722, 723	Other Investments and Advances	1,483	17	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ -695	3,980	4,457	19
20		739, 741	Other Assets	26,106	27,035	20
21		743	Other Deferred Debits	31,568	33,136	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	146,563	160,034	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	1,425,302	1,341,650	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	138,423	133,806	25
26		731, 732	Unallocated Items	55,502	66,650	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(206,495)	(174,260)	27
28			NET ROAD AND EQUIPMENT	1,412,732	1,367,846	28
29			TOTAL ASSETS	1,848,716	1,756,092	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable: Interline and Other Balances	2,747	3,536	31
32		753	Audited Accounts and Wages	25,567	23,964	32
33		754	Other Accounts Payable	1,424	1,431	33
34		755, 756	Interest and Dividends Payable	6,467	6,872	34
35		757	Payables to Affiliated Companies	22,526	17,050	35
36		759	Accrued Accounts Payable	209,336	177,500	36
37		760, 761, 761.5, 762	Taxes Accrued	19,823	14,944	37
38		763	Other Current Liabilities	1,449	1,234	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	72,661	42,235	39
40			TOTAL CURRENT LIABILITIES	362,000	288,766	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	614,069	685,060	41
42		766	Equipment Obligations	20,192	26,660	42
43		766.5	Capitalized Lease Obligations	15,144	18,742	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	252,227	279,671	45
46		770.1, 770.2	Unamortized Debt Premium			46
47		781	Interest in Default			47
48		783	Deferred Revenues—Transfers from Government Authorities	13,162	13,641	48
49		786	Accumulated Deferred Income Tax Credits	252,063	205,623	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	132,165	148,516	50
51			TOTAL NONCURRENT LIABILITIES	1,299,022	1,377,913	51
Shareholders' Equity						
52		791, 792	Total Capital Stock (Schedule 230) (L53 & 54)			52
53			Common Stock			53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	259,226	249,186	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	(71,532)	(159,773)	58
59		798.1	Net Unrealized Loss on Noncurrent Marketing Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Shareholders' Equity	187,694	89,413	61
62			TOTAL LIABILITIES & SHAREHOLDERS' EQUITY	1,848,716	1,756,092	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES
(Dollars in thousands)

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

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

Disclose the nature and amount of contingency that is material.

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

Contingent Assets: None

Contingent Liabilities: See Note 21 to Schedule 200

See Schedule 501 relative to guaranties.

- (a) Changes in Valuation Accounts.

8. Marketable Equity Securities.

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

- (b) At 12/31/93, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

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

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

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

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

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

NOTES TO FINANCIAL STATEMENTS

9. PENSIONS

The Company has a noncontributory defined benefit pension plan for employees who are not covered by a collective bargaining agreement. The benefits are based on years of service and the employee's average compensation over the last five years of employment. These benefits are reduced by eligible retirement benefits under the Company's Profit Sharing and Retirement Savings plan and the Railroad Retirement Act. The Company makes annual contributions to the plan based on actuarial determinations and cash requirements. The plan's assets are invested in a guaranteed investment contract an insurance company.

Net pension expense was \$0.3 million in each of 1994 and 1993, which consisted primarily of interest on the projected benefit obligation. The projected benefit obligation was \$5.7 million and \$7.0 million as of December 31, 1994 and 1993, respectively.

The Company has accrued pension liabilities of \$4.1 million and \$4.3 million as of December 31, 1994 and 1993, respectively, consisting of the projected benefit obligation and unrecognized net gains (losses) less the fair value of plan assets. The fair value of plan assets was \$2.3 million and \$2.9 million as of December 31, 1994 and 1993, respectively.

Pension expense was determined using a weighted average discount rate of 7.0% for 1994 and 8.25% for 1993. The projected benefit obligation was determined using a weighted average discount rate of 8.5% at December 31, 1994 and 7.0% at December 31, 1993. The expected long-term rate of return on plan assets was 8.75%. The assumed rate of compensation increase was 6.0% at December 31, 1994 and 1993.

10. RECAPITALIZATION

Chicago and North Western Transportation Company ("CNWT") owns 100% of the common stock of Chicago and North Western Railway Company ("Company")

On May 3, 1994 an amendment to CNWT's restated Certificate of Incorporation was approved by CNWT's shareholders, changing CNWT's name from Chicago and North Western Holdings Corp. to Chicago and North Western Transportation Company, effective May 6, 1994. CNWT's wholly-owned subsidiary, Chicago and North Western Transportation Company was re-named Chicago and North Western Railway Company. During February of 1994, CNWT's intermediate holding company subsidiaries, Chicago and North Western Acquisition Corp. and CNW Corporation, were eliminated by merger

On April 7, 1992, CNWT issued 20,069,463 shares of common stock, of which 9,916,159 shares were issued to the public and 10,153,304 non-voting shares were issued to UP Rail as part of a recapitalization plan (the "Recapitalization") to: (i) eliminate dividends on its 17% Cumulative Exchangeable Preferred Stock, par value \$.01 per share (the "Merger Preferred Stock") and 13% Cumulative Convertible Exchangeable Senior Pay-in-Kind Preferred Stock, par value \$.01 per share (the "UP Convertible Preferred Stock") issued in connection with the acquisition of CNW Corporation in 1989 (the "Acquisition"); (ii) increase common shareholders' equity; and (iii) reduce the interest costs of the Company's consolidated indebtedness. The principal sources of funds in the Recapitalization were: (i) the public common stock issuance, (ii) new senior secured debt facilities for borrowings of up to \$850 million; and (iii) an investment by UP Rail of \$28 million, along with the surrender of the UP Convertible Preferred Stock in exchange for the issuance of non-voting Common Stock to UP Rail

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

10. RECAPITALIZATION (continued)

The proceeds of the Recapitalization (approximately \$1.2 billion) were used to: (1) redeem all of the issued and outstanding shares of Merger Preferred Stock at an aggregate redemption price equal to its liquidation value plus accrued and unpaid dividends to the redemption date of May 8, 1992; (ii) prepay all borrowings outstanding under the credit agreement (the "Merger Credit Agreement") entered into in connection with the Acquisition; (iii) retire approximately \$362 million of the 15-1/2% senior subordinated debentures due 2001 (the "Debentures") issued by the Company in connection with the Acquisition; (iv) exchange all of the issued and outstanding shares of UP Convertible Preferred Stock (plus an additional cash investment by UP Rail of \$28 million) for 10,153,304 shares of non-voting Common Stock; (v) fund a portion of the severance related cost of the UTU Employee Buyouts; (vi) terminate certain interest rate swap agreements; and (vii) pay financing and transaction costs. In connection with the Recapitalization, the Company recorded a first quarter 1992 after-tax extraordinary charge to earnings of approximately \$91 million (net of \$57 million of income taxes) related to the retirement of the Debentures and the termination of the Merger Credit Agreement.

On a pro forma basis, as of January 1, 1992, the Recapitalization would have reduced the Company's 1992 interest expense by \$9.2 million.

11. ACCOUNTING POLICIES

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

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

The Company changed its method of recognizing transportation revenues in 1992 from recognizing revenue upon receipt of freight to allocating revenue between reporting periods based on relative transit time. 1992 operating revenues reflect a \$1.8 million reduction due to this change.

The following methods and assumptions were used to estimate the fair value of each class of financial instruments:

Current Assets and Current Liabilities: The carrying value approximates fair value due to the short maturity of these items.

Investments: The Company's major investment in its subsidiary Western Railroad Properties, Inc. is accounted for on an equity basis for which the Company believes the carrying value approximates fair value.

Long-Term Debt: The fair value of long-term debt is estimated based on quoted market prices for similar issues.

The estimated fair value of the Company's financial instruments as of December 31, 1993 was as follows (in thousands):

	Carrying Value	Fair Value
Assets:		
Cash and temporary cash investments	\$104,779	\$104,779
Other current assets	184,642	184,642
Investments	83,381	83,381
Interest rate and fuel price hedges	--	
Liabilities:		
Current liabilities	\$362,000	\$362,000
Accounts payable to affiliated companies	252,227	252,227
Long-term debt	649,405	721,144

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

NOTES TO FINANCIAL STATEMENTS

12. PROPERTY AND DEPRECIATION

Depreciation is provided at composite straight-line rates. For 1994 and 1993, the provision approximated: an annual rate of 3.9 percent and 4.3 percent, respectively. Capital leases are depreciated over the terms of the respective leases, from 3 to 28 years. The average life was approximately 13 years for 1994 and 1993.

Additions and renewals constituting a unit of property are capitalized. Other renewals, repairs and maintenance are charged to expense. Track removal costs and costs of units of property retired or replaced, less salvage, are charged to accumulated depreciation. All overhead costs related to track construction and payroll additives related to other construction are capitalized.

13. INCOME TAXES

The Company and its subsidiaries join CNWT in the filing of consolidated income tax returns.

As of December 31, 1994, the consolidated group has net operating losses ("NOL's") of approximately \$132 million and \$50 million for regular and alternative minimum tax ("AMT"), respectively. The Company's NOL's are recognized for financial statement purposes as a reduction of deferred tax liability and expire as follows:

2000	\$ 27 million
2002	5 million
2008	100 million

In addition, the Company has approximately \$43 million of investment tax credits ("ITC's") for tax return purposes which expire in years 1995 through 2001. These ITC's are pre-acquisition credits which are subject to certain limitations as to their future use. For financial statement purposes, the Company has established a \$31 million valuation reserve for those credits which are unlikely to be used. The estimate of NOL's and ITC's likely to be used was determined using internal Company projections of future taxable income. The Company generated a book gain before income taxes of \$136 million in 1994 and \$96 million in 1993. Taxable gains for 1994 and 1993 was somewhat lower, primarily due to temporary differences related to property additions. The Company's projections to support the recognition of these deferred tax assets do not require continued operating income improvements but assume the elimination of the special charges for employee reductions and extraordinary losses for refinancing. The employee reductions and refinancings have increased pretax income by decreasing operating expenses and interest expense.

See schedule 450, analysis of taxes.

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

NOTES TO FINANCIAL STATEMENTS

14. LONG-TERM LEASES

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

Minimum annual rental commitments for noncancellable leases at December 31, 1994 were as follows:

	Capital Leases	Operating Leases
	(thousands of dollars)	
1995	\$ 5,045	\$ 117,494
1996	4,091	115,807
1997	2,727	108,308
1998	2,663	103,615
1999	2,727	100,822
After 1999	9,814	735,129
Total	\$ 27,067	\$ 1,281,175
Less amount representing interest on capital leases	8,603	
Present value of net minimum lease payments	\$ 18,464	

Lease rental expense for operating leases (including cancelable leases) was \$112.6 million in 1994 and \$ 111.3 million in 1993.

The above amounts include insignificant amounts of rental income from subleases. Excluded from such amounts are contingent rentals on freight cars based on off-line car hire earnings of \$0.8 million and \$0.3 million in 1994 and 1993, respectively.

15. Cash and temporary cash investments total \$104.8 million at December 31, 1994 compared with \$43.5 million at December 31, 1993.

The Company has a credit line available through a \$50 million Revolving Credit Facility. Approximately \$45 million was available under this credit line as of December 31, 1994.

16. CONCENTRATION OF CREDIT RISK

Although the Company is not dependent upon a single customer or on a few customers, 35 percent of the Company's 1994 traffic including WRPI was coal, primarily destined to electric utilities in the United States. Approximately 67 percent of the Company's 1994 traffic including WRPI was interchanged with the Union Pacific Railroad.

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

NOTES TO FINANCIAL STATEMENTS

17. LONG-TERM DEBT - See Schedule 510, debt holdings, relative to long-term outstanding balances.

- a) See Note 10 for a discussion of the Company's 1992 recapitalization.
- b) Debt principal payments (including capital lease obligations) due in 1995 through 1999 are as follows (thousands of dollars):

1995	\$72,661
1996	80,891
1997	60,476
1998	137,429
1999	121,646

- c) The 1993 extraordinary loss resulted from the refinancing of a portion of the Company's Debt Facilities. The total pretax loss was \$17.4 million and the related income tax benefit was \$6.6 million.
- d) The 9.92% Senior Secured Notes are fixed rate obligations; however, in order to take advantage of relatively low floating rates, the Company, in 1992 reverse swapped \$425 million of those obligations to floating through January, 1996. Under the terms of those reverse swaps, the Company receives an average of 7.8% and pays three-month LIBOR.

The Term Loan and Standby Loan bear interest at a floating rate equal to (at the Company's option) either; (i) the adjusted LIBOR Rate plus 1.5%; (ii) the Alternate Base Rate plus 0.5% or (iii) the Adjusted CD rate plus 1.625% (in each case as defined in the credit agreement). The composite interest rates for the Company debt net of the effect of interest rate cap, swap and reverse swap agreements at December 31, 1994, 1993 and 1992 were 8.4%, 7.1% and 8.3%, respectively. As of December 31, 1994 and 1993, interest rates on \$635.5 million and \$678.7 million, respectively, of debt floated with short-term interest rates; these amounts included \$425 million of fixed rate debt referred to above, reverse swapped to floating.

The Company has hedged the interest rate exposure related to its floating rate debt, including fixed rate debt reserve swapped to floating, by entering into interest rate swap agreements covering \$450 million of debt through April 15, 1995, whereby the Company pays an average fixed rate of 6.3% and receives the three-month LIBOR. The Company is also a party to interest rate swap agreements covering \$260 million of debt from April 15, 1995 to January 15, 1996 whereby the Company pays an average fixed rate of 6.8% and receives the three-month LIBOR.

Additionally, the Company has entered various interest rate cap agreements under which LIBOR is effectively capped as follows:

\$250 million; LIBOR capped at 5.0% through 4/15/95
 \$100 million; LIBOR capped at 7.0% from 4/15/95 to 1/15/96
 \$100 million; LIBOR capped at 5.0% from 4/15/95 to 1/15/96

See Note 10 for a discussion of the Company's 1992 recapitalization.

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

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

NOTES TO FINANCIAL STATEMENTS

SUPPLEMENT REQUIRED BY EX PARTE 346

(SUB NO. 1)

The number of carloads and trailer loads of exempted fresh fruits and vegetables handled in 1994 was 9,350. In 1978, prior to exemption, 11,378 carloads and trailer loads of the same commodities were handled.

(SUB NO. 2)

The number of carloads and trailer loads of exempted miscellaneous commodities handled in 1994 was 501. In 1979, prior to exemption, 6,382 carloads and trailer loads of the same commodities were handled.

(SUB NO. 14)

The number of carloads and trailer loads of exempted farm products handled in 1994 was 108. In 1982, prior to exemption, 1,017 carloads and trailer loads of the same commodities were handled.

210. RESULTS OF OPERATIONS

(Dollars in thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.
2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule & expense amounts reported in Sch. 410 must be fully explained on pg. 18.
3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for account No. 513, "Dividend Income". List dividends accounted for by the equity method on on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.
4. All contra entries hereunder should be indicated in parenthesis.

5. Cross-checks:

Schedule 210

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

Schedule 210

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

Schedule 410

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

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)
Line 49, column (b)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	795,286	728,410	795,286		1
2		(102) Passenger	58,067	56,406		58,067	2
3		(103) Passenger-Related	153	176		153	3
4		(104) Switching	16,432	15,176	16,432		4
5		(105) Water Transfers					5
6		(106) Demurrage	5,407	4,526	5,407		6
7		(110) Incidental	3,691	4,949	3,020	671	7
8		(121) Joint Facility-Credit	73	275	73		8
9		(122) Joint Facility-Debit	(5)	(5)	(5)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	879,104	809,913	820,213	58,891	10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	25,759	28,511	1,585	24,174	11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	479	479	479		12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	905,342	838,903	822,277	83,065	13
14		(531) Railway operating expenses	764,497	724,440	682,809	81,688	14
15		Net revenue from railway operations	140,845	114,463	139,468	1,377	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	(13)	18			16
17		(510) Miscellaneous rent income	3,958	7,257			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	(210)	(92)			19
20		(514) Interest Income	3,407	1,551			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	5,933	4,220			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	58,022	60,447			25
26		b. Equity in undistributed earnings (losses)	(18,307)	(20,024)			26
27		TOTAL OTHER INCOME (lines 16-26)	52,790	53,377			27
28		TOTAL INCOME (lines 15, 27)	193,635	167,840			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	513	513			29
30		(544) Miscellaneous taxes	68	66			30
31		(545) Separately operated properties-loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	4,929	3,495			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	5,510	4,074			36
37		Income available for fixed charges (lines 28, 36)	188,125	163,766			37

210. RESULTS OF OPERATIONS – Continued
(Dollars in thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	65,763	72,498	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	1,698	1,618	40
41		(548) Amortization of discount on funded debt	4,717	5,617	41
42		TOTAL FIXED CHARGES (lines 38–41)	72,178	79,733	42
43		Income after fixed charges (lines 37, 42)	115,947	84,033	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	115,947	84,033	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	2,200	16	47
48		(b) State income taxes			48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	29,362	20,845	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47–50)	31,562	20,861	51
52		Income from continuing operations (lines 46–51)	84,385	63,172	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 52 + 53 + 54)	84,385	63,172	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (net)		(17,428)	56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes—Extraordinary items		(6,622)	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56–58)		(10,806)	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)			60
61		Net income (loss) (lines 55 + 59 + 60)	84,385	52,366	61
Reconciliation of net railway operating income (NROI)					
62		Net revenues from railway operations	140,845	114,463	62
63		(556) Income taxes on ordinary income (–)	2,200	16	63
64		(557) Provision for deferred income taxes (–)	29,362	20,845	64
65		Income from lease of road and equipment (–)		274	65
66		Rent for leased roads and equipment (+)	65	207	66
67		Net railway operating income (loss)	109,348	93,535	67

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

See Notes to Schedule 200

220. RETAINED EARNINGS

(Dollars in thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings— unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	51,242	(211,015)	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3		(602) Credit balance transferred from income	102,692		3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	3,856		5
6		TOTAL	106,548		6
		DEBITS			
7		(612) Debit balance transferred from income		18,307	7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: common stock			11
12		preferred stock ¹			12
13		TOTAL		18,307	13
14		Net increase (decrease) during year (line 6 minus line 13)	106,548	(18,307)	14
15		Balances at close of year (lines 1, 2 and 14)	157,790	(229,322)	15
16		Balances from line 15(c)	(229,322)	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	(71,532)	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year — — — \$			19
20		Debits during year — — — \$			20
21		Balance at close of year — \$			21
		 Amount of assigned Federal income tax consequences.			
22		Account 606 — — — — \$			22
23		Account 616 — — — — \$			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares			Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	
1	Common	0.28	1,000	1,000	-	1,000	-	1
2								2
3								3
4	Preferred							4
5								5
6								6
7								7
8								8
9								9
10	TOTAL		1,000	1,000	-	1,000	-	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year			1,000				249,186	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution from Parent							10,040	15
16									16
17	Balance at close of year			1,000				259,226	17

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

240. STATEMENT OF CASH FLOWS
(Dollars in thousands)

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

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

NOTE : This page is blank because the indirect method of reporting cash flows is used.

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
		RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES			
10	*	Income from continuing operations	84,385	63,172	10
		ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES			
11		Loss (gain) on sale or disposal of tangible property and adjustments	(986)	(4,372)	11
12	*	Depreciation and amortization expenses	52,523	51,388	12
13	*	Increase (decrease) provision for deferred income taxes	29,362	20,845	13
14	*	Net decrease (increase) in undistributed earnings (losses) of affiliates	18,307	20,024	14
15	*	(Increase) decrease in accounts receivable	(4,710)	(21,236)	15
16	*	(Increase) decrease in materials and supplies, and other current assets	2,409	3,532	16
17	*	Increase (decrease) in current liabilities other than debt	42,808	8,074	17
18		Increase (decrease) in other - net	2,137	33,400	18
19		Net cash provided from continuing operations	226,235	174,827	19
20	*	Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items		(10,806)	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	226,235	164,021	21
		CASH FLOWS FROM INVESTING ACTIVITIES			
22		Proceeds from sale of property	14,397	9,243	22
23		Capital expenditures	(106,869)	(111,264)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances			25
26		Purchase price of long-term investment and advances			26
27	*	Net decrease (increase) in sinking and other special funds		5	27
28		Other - net	15	1,634	28
29		NET CASH USED IN INVESTING ACTIVITIES	(92,457)	(100,382)	29
		CASH FLOWS FROM FINANCING ACTIVITIES			
30		Proceeds from issuance of long-term debt	89	6,676	30
31		Principal payments of long-term debt	(51,163)	(73,269)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid			34
35		Other - net - Accounts payable: Affiliated Companies	(21,444)	17,191	35
36		NET CASH FROM FINANCING ACTIVITIES	(72,518)	(49,402)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	61,260	14,237	37
38	*	Cash and cash equivalents at beginning of year	43,519	29,282	38
39	*	CASH & CASH EQUIVALENTS AT END OF THE YEAR	104,779	43,519	39

Footnotes to Schedule 240

40		Cash paid during the year for:			
		Interest (net of amount capitalized)	56,589	78,259	40
41		Income taxes (net)	2,720	875	41

Note 1: No capital lease obligations were incurred during 1994. During 1993 \$432,000 capital lease obligations were incurred.

Note 2: The Company considers all short-term investments which have an original maturity of less than 90 days as cash equivalents.

Note 3: Line 35 Financing Other Net includes net change in affiliated company debt related to accounts 757 and 769.

245. WORKING CAPITAL

(Dollars in thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 9, 10, 20 and 21 to the nearest whole number.

Line No.	Item (a)	Source No.	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances	Schedule 200, line 5, column b	7,800	1
2	Customers (706)	Schedule 200, line 6, column b	59,941	2
3	Other (707)	Note A	25,205	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	92,946	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	905,342	5
6	Rent Income	Note B	118,071	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	1,023,413	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	2,842.81	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	33	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	48	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	2,747	11
12	Audited Accounts and Wages Payable (753)	Note A	25,567	12
13	Accounts Payable - Other (754)	Note A	1,424	13
14	Other Taxes Accrued (761.5)	Note A	19,823	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	49,561	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	764,497	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	47,808	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	834,760	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	2,318.78	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	21	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	27	21
22	Cash Working Capital Required	Line 21 x line 19	62,607	22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	102,765	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	62,607	24
MATERIALS AND SUPPLIES				
25	Total Materials and Supplies (712)	Note A	25,183	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	1,377	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	23,806	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	86,413	28

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

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

(C) If result is negative, use zero.

NOTES AND REMARKS**BLANK**

Road Initials: CNW Year: 1994

SCHEDULE 250 - PART B (Continued)**Determination of Nonrail Taxes**

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

The Nonrailroad-related Tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 58 and 49 for all railroads in the reporting entity..... 293

+ Any non-rail portion of deferred taxes (Account 557) which may exist for all railroads in the reporting entity..... 6,622

Equals Total income taxes on nonrailroad income for all railroads in the reporting entity..... 6,915

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

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

PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES

(7) This is determined as follows :

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)..... 6,915

+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above)..... -

Equals total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)..... 6,915

Road Initials: CNW Year: 1994

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION
(Dollars in thousands)

Line No.	Item (a)	Beginning of year (b)	End of year (c)	Line No.
	Adjusted Net Railway Operating Income For Reporting Entity			
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity	N/A	161,073	1
2	Add: Interest Income from Working Capital Allowance - Cash Portion		2,682	2
3	Income Taxes Associated with Non-Rail Income and Deductions		6,915	3
4	Gain or (Loss) from Transfer/Reclassification to Nonrail - Status (Net of Income Taxes)		108	4
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		170,778	5
	Adjusted Investment in Railroad Property for Reporting Entity			
6	Combined Investment in Railroad Property Used in Transportation Service	1,816,339	1,872,838	6
7	Less: Interest During Construction	-	-	7
8	Other Elements of Investments (if debt balance)	(31)	(31)	8
9	Add: Net Rail Assets of Rail-Related Affiliates	-	-	9
10	Working Capital Allowance	77,041	84,801	10
11	Net Investment Base Before Adjustments for Deferred Taxes (Lines 6 through 10)	1,893,349	1,957,608	11
12	Less: Accumulated Deferred Income Tax Credits	(307,568)	(355,038)	12
13	Net Investment Base (Line 11 - 12)	1,585,781	1,602,570	13

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
CHICAGO AND NORTH WESTERN RAILWAY COMPANY	CLASS I OPERATING RAILROAD
WESTERN RAILROAD PROPERTIES, INCORPORATED	CLASS II OPERATING RAILROAD
MIDWESTERN RAILROAD PROPERTIES, INCORPORATED	LEASING
NORTH WESTERN LEASING COMPANY	LEASING
WISCONSIN TOWN LOT COMPANY	LAND COMPANY
ENVIRONMENTAL RAILROAD PROPERTIES, INCORPORATED	ENVIRONMENTAL COMPANY

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To: Jean Sheridan	From: Tim Martin
Co: ILL	Co: CNW
Dept:	Phone #: 312 559-6504
Fax #: 202-927-6225	Fax #: 312 559-6587

Road Initials: CNW Year: 1994

SCHEDULE 250 - PART B**Determination of Nonrail Taxes**

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

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

- (1) Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity.

Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity.....	136,371
- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.....	-
- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend).....	-
= Adjusted income from continuing operations (before taxes). This represents "A" in item 3 below.....	136,371

- (2) Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity.

Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.....	161,073
+ Current Provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes).....	51,986
+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity.....	2,682
+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity.....	-
- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity.....	(97,534)
- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1).....	-
= Combined/Consolidated Pre-tax Adjusted NROI for all railroads. This represents "B" in Item (3) below.....	118,207

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------|
| (3) Calculate the railroad-related tax ratio: "B/A"..... | 0.867 |
| (4) Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio..... | 0.133 |

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 corporation, the symbols and industrial classification to be as follows:

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.
6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.
7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs, if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10,000.
9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.
10. Do not include the value of securities issued or assumed by respondent.
11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds", 716, "Capital Funds", 721, "Investments and Advances Affiliated Companies", and 717, "Other Funds".
2. Entries in this schedule should be made in accordance with the definitions and general instructions given on Page 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).
3. Indicate by means of an arbitrary mark in column (d) the obligations 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.

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Peoria & Pekin Union Ry. Co. Stock (a)	12.500	1
2	721	A-1	VII	MT Properties Inc. Stock (b)	36.730	2
3	721	A-1	VII	Trailer Train Co. Stock (c)	2.632	3
4	721	A-1	VII	Iowa Transfer Railway Co. Stock (d)	25.000	4
5	721	A-1	VII	Kansas City Terminal Ry. Co. Stock (e)	8.333	5
6	721	A-1	VII	Western Railroad Properties, Inc. Stock	100.000	6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15				Total A-1		15
16						16
17	721	D-1	VII	Trailer Train Co.		17
18				Subordinate Notes:		18
19				6-1/2% dated 4/17/65 (c)	5.263	19
20				7-1/2% dated 1/9/69 (c)	5.263	20
21						21
22						22
23						23
24						24
25				Total D-1		25
26						26
27	721	E-1	VII	Kansas City Terminal		27
28				Railway Co. Advances (e) { 9.01% of total advances }	8.333	28
29						29
30						30
31						31
32				Total E-1		32
33						33
34	721	E-3	VIII	Advertising Associates, Inc.		34
35						35
36						36
37						37
38				Total E-3		38
39						39
40				Total Account 721		40

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

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.
9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).
10. This schedule should not include securities issued or assumed by respondent.
11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes.

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1								1
2	274			274			118	2
3	100			100				3
4	55			55				4
5								5
6	301,495	6,510	316 (1)	307,689			57,812	6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
14								14
15	301,924	6,510	316	308,118			57,930	15
16								16
17								17
18								18
19	589			589			38	19
20	589			589			44	20
21								21
22								22
23								23
24								24
25	1,178	-		1,178			82	25
26								26
27								27
28	1,774			1,774				28
29								29
30								30
31								31
32	1,774			1,774				32
33								33
34		150		150				34
35								35
36								36
37								37
38		150		150				38
39								39
40	304,876	6,660	316	311,220			58,012	40

(1) Amortization of investment costs: \$ 316

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

Line No.	Account No. (a)	Class No. (b)	Kind of industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of control (e)	Line No.
1				OTHER PARTIES AND PARTICULARS OF JOINT CONTROL ARE AS FOLLOWS:		1
2						2
3				NAME OF PARTY TO JOINT CONTROL	HOW ESTABLISHED	3
4			(a)	Illinois Central RR Co.	Ownership of capital stock	4
5				Norfolk & Western Ry. Co. (Norfolk Southern)	Ownership of capital stock	5
6				Consolidated Rail Corp.	Ownership of capital stock	6
7			(b)	Burlington Northern, Inc.	Ownership of capital stock	7
8				CRIP (Maytag Corp.)	Ownership of capital stock	8
9				Soo Line RR Co.	Ownership of capital stock	9
10			(c)	Atchison, Topkea & Santa Fe Ry Co.	Ownership of capital stock	10
11				Baltimore & Ohio RR Co. (CSX Corp.)	Ownership of capital stock	11
12				Boston & Maine Corp. (ConRail)	Ownership of capital stock	12
13				Burlington Northern, Inc.	Ownership of capital stock	13
14				Central of Georgia Ry. Co. (Norfolk Southern)	Ownership of capital stock	14
15				Chesapeake & Ohio Ry Co. (CSX Corp.)	Ownership of capital stock	15
16				Chicago, Milwaukee, St. Paul & Pacific RR Co. (Soo Line)	Ownership of capital stock	16
17				Consolidated Rail Corp.	Ownership of capital stock	17
18				Denver & Rio Grande Western RR Co.	Ownership of capital stock	18
19				Detroit, Toledo & Ironton RR Co. (GTW)	Ownership of capital stock	19
20				Florida East Coast Ry. Co.	Ownership of capital stock	20
21				Illinois Central RR Co.	Ownership of capital stock	21
22				Kansas City Southern Ry. Co.	Ownership of capital stock	22
23				Louisville & Nashville RR Co. (CSX Corp.)	Ownership of capital stock	23
24				Missouri-Kansas-Texas RR Co. (UP RR Co.)	Ownership of capital stock	24
25				Missouri Pacific RR Co. (UP RR Co.)	Ownership of capital stock	25
26				Norfolk & Western Ry. Co. (Norfolk Southern)	Ownership of capital stock	26
27				Reading Company (ConRail)	Ownership of capital stock	27
28				Richmond Fredericksburg & Potomac RR (CSX)	Ownership of capital stock	28
29				St. Louis-San Francisco Ry. Co. (BN Inc.)	Ownership of capital stock	29
30				St. Louis-Southwestern Ry. Lines	Ownership of capital stock	30
31				Seaboard Coast Line RR Co. (CSX Corp.)	Ownership of capital stock	31
32				Southern Pacific Transportation Co.	Ownership of capital stock	32
33				Southern Railway Co. (Norfolk Southern)	Ownership of capital stock	33
34				Toledo, Peoria & Western RR Co. (AT & SF)	Ownership of capital stock	34
35				Union Pacific RR Co.	Ownership of capital stock	35
36				Wabash RR Co. (Norfolk Southern)	Ownership of capital stock	36
37				Western Maryland Ry. Co (CSX)	Ownership of capital stock	37
38				Western Pacific RR Co (UP RR Co.)	Ownership of capital stock	38
39						39
40				(Continued on page 29)		40

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

Line No.	Account No. (a)	Class No. (b)	Kind of industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of control (e)	Line No.
1				OTHER PARTIES & PARTICULARS OF JOINT CONTROL ARE AS FOLLOWS: (Continued)		1
2						2
3				NAME OF PARTY TO JOINT CONTROL	HOW ESTABLISHED	3
4			(d)	Burlington Northern, Inc.	Ownership of capital stock	4
5				CRIP (Chicago Pacific Corp.)	Ownership of capital stock	5
6				Des Moines Union Ry. Co. (Norfolk Southern)	Ownership of capital stock	6
7			(e)	Atchison, Topeka & Santa Fe Ry.	Ownership of capital stock	7
8				Burlington Northern, Inc.	Ownership of capital stock	8
9				Chicago, Milwaukee, St. Paul & Pacific RR Co. (Soo Line)	Ownership of capital stock	9
10				Gateway Western Railway	Ownership of capital stock	10
11				Illinois Central RR Co.	Advances only	11
12				Kansas City Southern Ry. Co.	Ownership of capital stock	12
13				Missouri-Kansas-Texas Ry. Co. (UP RR Co.)	Ownership of capital stock	13
14				Missouri Pacific RR Co. (UP RR Co.)	Ownership of capital stock	14
15				Norfolk & Western Ry. Co. (Norfolk Southern)	Ownership of capital stock	15
16				St. Louis-San Francisco Ry. Co. (BN Inc.)	Ownership of capital stock	16
17				Union Pacific RR Co.	Ownership of capital stock	17
18				St. Louis Southwestern Ry. Co.	Ownership of capital stock	18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
Carriers: (List specifics for each company)								
1	Western Railroad Properties Incorporated	(211,566)		(18,215)			(229,781)	1
2								2
3	MT Properties Inc	551		(92)			459	3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
Noncarrier (List specifics for each company)								
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property", and Account No. 732, "Improvements on Leased Property", classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (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 or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes", state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks" below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED**PROPERTY AND EQUIPMENT**

(Dollars in thousands)

Line No.	Cross Check	Account (a)	Balance beginning of year (b)	Expenditures during the year for original road & equipment, & road extensions (c)	Expenditures during the year for purchase of existing lines, re-organizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	272,143			1
2		(3) Grading	29,485			2
3		(4) Other right-of-way expenditures	1,371			3
4		(5) Tunnels and subways				4
5		(6) Bridges, trestles, and culverts	45,924			5
6		(7) Elevated structures				6
7		(8) Ties	296,829			7
8		(9) Rail and other track material	371,345			8
9		(11) Ballast	94,687			9
10		(13) Fences, snow sheds, and signs	2,151			10
11		(16) Station and office buildings	31,061			11
12		(17) Roadway buildings	1,811			12
13		(18) Water stations	484			13
14		(19) Fuel stations	1,884			14
15		(20) Shops and enginehouses	16,001			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	3			17
18		(24) Coal and ore wharves	1,064			18
19		(25) TOFC/COFC terminals	33,891			19
20		(26) Communication systems	26,333			20
21		(27) Signals and interlockers	43,857			21
22		(29) Power plants				22
23		(31) Power-transmission systems	193			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	48,852			25
26		(39) Public improvements - Construction	12,555			26
27		(44) Shop machinery	9,632			27
28		(45) Power-plant machinery	94			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	1,341,650			30
31		(52) Locomotives	37,315			31
32		(53) Freight-train cars	79,424			32
33		(54) Passenger-train cars	11			33
34		(55) Highway revenue equipment	646			34
35		(56) Floating equipment				35
36		(57) Work equipment	7,886			36
37		(58) Miscellaneous equipment	2,551			37
38		(59) Computer systems and word processing equipment	5,973			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	133,806			39
40		(76) Interest during construction				40
41		(80) Other elements of investment	31			41
42		(90) Construction in progress	66,619			42
43		GRAND TOTAL	1,542,106			43

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

PROPERTY AND EQUIPMENT - Cont'd.

(Dollars in thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		78	(3,234)	(3,156)	268,987	1
2		1,636	(50)	1,586	31,071	2
3					1,371	3
4						4
5		8,477	(157)	8,320	54,244	5
6						6
7		28,416	(3,725)	24,691	321,520	7
8		24,743	(6,864)	17,879	389,224	8
9		6,577	(1,576)	5,001	99,688	9
10			(3)	(3)	2,148	10
11		4,305	(219)	4,086	35,147	11
12		267	(4)	263	2,074	12
13			(0)		484	13
14			(9)	(9)	1,875	14
15		3,112	(13)	3,099	19,100	15
16						16
17					3	17
18					1,064	18
19		9,643		9,643	43,534	19
20		2,650	(115)	2,535	28,868	20
21		5,570	(46)	5,524	49,381	21
22						22
23			(0)		193	23
24			(0)			24
25		3,766	204	3,970	52,822	25
26		342	(119)	223	12,778	26
27			(0)		9,632	27
28			(0)		94	28
29						29
30		99,582	(15,930)	83,652	1,425,302	30
31		771	(11,100)	(10,329)	26,986	31
32		8,681	(5,763)	2,918	82,342	32
33					11	33
34			322	322	968	34
35						35
36		129	3,111	3,240	11,126	36
37		377	(385)	(8)	2,543	37
38		8,501	(27)	8,474	14,447	38
39		18,459	(13,842)	4,617	138,423	39
40						40
41			(31)	(31)		41
42		(11,117)		(11,117)	55,502	42
43		106,924	(29,803)	77,121	1,619,227	43

332. DEPRECIATION BASE AND RATES – ROAD AND EQUIPMENT*
OWNED AND USED AND LEASED FROM OTHERS
(Dollars in thousands)

1. Show in columns (b) and (c), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefrom 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 authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

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

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

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

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base 1/1 At beginning of year (b)	Depreciation base 12/1 At close of year (c)	Annual composite rate (percent) (d)	Depreciation base At beginning of year (e)	Depreciation base At close of year (f)	Annual composite rate (percent) (g)	
	ROAD							
1	(3) Grading	29,480	30,268	1.95				1
2	(4) Other right-of-way expenditures	1,371	1,371	3.10				2
3	(5) Tunnels and subways							3
4	(6) Bridges, trestles, and culverts	45,924	51,791	1.72				4
5	(7) Elevated structures							5
6	(8) Ties	296,772	316,621	4.87				6
7	(9) Rail and other track material	311,633	383,610	2.48				7
8	(11) Ballast	94,668	99,365	3.86				8
9	(13) Fences, snowsheds, and signs	2,151	2,151	3.86				9
10	(16) Station and office buildings	22,599	28,084	3.72				10
11	(17) Roadway buildings	1,811	1,811	3.60				11
12	(18) Water stations	483	483	6.25				12
13	(19) Fuel stations	1,883	1,883	5.82				13
14	(20) Shops and enginehouses	15,801	19,266	2.29				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	3	3	4.30				16
17	(24) Coal and ore wharves	1,064	1,064	5.45				17
18	(25) TOFC/COFC terminals	33,890	43,534	2.37				18
19	(26) Communication systems	25,872	26,275	2.31				19
20	(27) Signals and interlockers	43,857	46,433	2.74				20
21	(29) Power plants							21
22	(31) Power-transmission systems	193	193	2.13				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	48,852	52,822	5.34				24
25	(39) Public improvements - Construction	10,985	10,803	2.99				25
26	(44) Shop machinery	9,632	9,632	3.67				26
27	(45) Power-plant machinery	94	94	15.99				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	999,018	1,127,557	3.42				30
	EQUIPMENT							
31	(52) Locomotives	35,657	25,741	5.84				31
32	(53) Freight-train cars	79,553	81,620	7.04				32
33	(54) Passenger-train cars	11	11					33
34	(55) Highway revenue equipment	(222)	967					34
35	(56) Floating equipment							35
36	(57) Work equipment	7,826	11,116	7.36				36
37	(58) Miscellaneous equipment	2,401	2,490	6.93				37
38	(59) Computer systems and word processing equipment	5,973	14,434	15.00				38
39	TOTAL EQUIPMENT	131,199	136,379	7.63				39
40	GRAND TOTAL	1,130,217	1,263,936	N/A			N/A	40

335. ACCUMULATED DEPRECIATION— ROAD AND EQUIPMENT OWNED AND USED

(Dollars in thousands)

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	2,316	581		50		2,847	1
2		(4) Other right-of-way exp'ditures	166	43		CR. 0		209	2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts	3,438	841		CR. 627		4,906	4
5		(7) Elevated structures							5
6		(8) Ties	47,716	14,716		4,224		58,208	6
7		(9) Rail and other track material	36,413	9,285		3,361		42,337	7
8		(11) Ballast	12,472	3,715		1,576		14,611	8
9		(13) Fences, snowsheds, and signs	350	85		3		432	9
10		(16) Station and office buildings	2,197	995		CR. 309		3,501	10
11		(17) Roadway buildings	237	44		CR. 18		299	11
12		(18) Water stations	147	30				177	12
13		(19) Fuel stations	392	111		9		494	13
14		(20) Shops and enginehouses	1,859	406		CR. 282		2,547	14
15		(22) Storage warehouses				CR. 0			15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves	250	58		CR. 0		308	17
18		(25) TOFC/COFC terminals	4,190	929		CR. 0		5,119	18
19		(26) Communication systems	3,278	600		CR. 864		4,742	19
20		(27) Signals and interlockers	4,381	1,219		46		5,554	20
21		(29) Power plants				CR. 0			21
22		(31) Power-transmission systems	16	4				20	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	19,544	1,492		CR. 2149		23,185	24
25		(39) Public improvements-Const.	1,258	326		114		1,470	25
26		(44) Shop machinery	1,387	354				1,741	26
27		(45) Power-plant machinery	60	15				75	27
28		All other road accounts							28
29		Amortization (Adjustments)	DR. 1615	112		CR. 0		DR. 1503	29
30		TOTAL ROAD	140,452	35,961		5,134		171,279	30
		EQUIPMENT							
31	*	(52) Locomotives	8,326	2,085		9,098		1,313	31
32	*	(53) Freight-train cars	14,694	5,633		2,017		18,310	32
33	*	(54) Passenger-train cars	14	2		CR. 0		16	33
34	*	(55) Highway revenue equipment	426			CR. 1029		1,455	34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	2,955	629		CR. 13		3,597	36
37	*	(58) Miscellaneous equipment	2,761	203		343		2,621	37
38		(59) Computer systems and word processing equipment	2,837	1,404		27		4,214	38
39	*	Amortization (Adjustments)							39
40		TOTAL EQUIPMENT	32,013	9,956		10,443		31,526	40
41		GRAND TOTAL	172,465	45,917		15,577		202,805	41

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

339. ACCRUED LIABILITY – LEASED PROPERTY

(Dollars in thousands)

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

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

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

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

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

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

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

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

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements - const.				25
26		(44) Shop machinery*				26
27		(45) Power-plant machinery				27
28		All other road accounts				
29		Amortization (Adjustments)				28
30		TOTAL ROAD				29
		EQUIPMENT				
31		(52) Locomotives				30
32		(53) Freight-train cars				31
33		(54) Passenger-train cars				32
34		(55) Highway revenue equipment				33
35		(56) Floating equipment				34
36		(57) Work equipment				35
37		(58) Miscellaneous equipment				36
38		(59) Computer systems and word processing equipment				37
39		TOTAL EQUIPMENT				38
40		GRAND TOTAL (See Note)	9,541	10,018	N/A	39

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

Note: Detail not reported since total is less than 5% of Total Road Owned and Total Equipment Owned

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

(Dollars in thousands)

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retire-ments (e)	Other debits (f)		
ROAD									
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-const.							25
26		(44) Shop machinery							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
EQUIPMENT									
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL (Note 1)	1,795	1,873		CR. 22		3,690	39

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

Note 1: Detail not reported since total is less than 5% of Total Road Owned and Total Equipment Owned

NOTES AND REMARKS FOR SCHEDULE 342

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7

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

(Dollars in thousands)

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

2. Show in columns (b) and (c), for each property 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 December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

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

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

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

351. ACCUMULATED DEPRECIATION – ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in thousands)

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

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Class (See ins. 2) (a)	Name of company (b)	Miles of road (see ins. 4) (whole number) (c)	Investments in property (see ins. 5) (d)	Depreciation & amortization of defense projects (see ins. 6) (e)	Line No.
1	R	Chicago and North Western Railway Company	3,592	1,382,340	159,666	1
2						2
3						3
4	R	Midwestern Railroad Properties, Inc.	681	236,887	46,829	4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17	O	East St. Louis Junction Railroad Co.				17
18		(7.90 miles operated by Chicago and				18
19		North Western Railway Company				19
20		as yard tracks) at National Stock Yards, Illinois		171		20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	4,273	1,619,398	206,495	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	268,987				1
2		(3) Grading	31,071			105	2
3		(4) Other right-of-way expenditures	1,371				3
4		(5) Tunnels and subways					4
5		(6) Bridges, trestles, and culverts	54,244			2	5
6		(7) Elevated structures					6
7		(8) Ties	321,520			18	7
8		(9) Rail and other track material	389,224			33	8
9		(11) Ballast	99,688			9	9
10		(13) Fences, snow sheds, and signs	2,148			4	10
11		(16) Station and office buildings	35,147				11
12		(17) Roadway buildings	2,074				12
13		(18) Water stations	484				13
14		(19) Fuel stations	1,875				14
15		(20) Shops and enginehouses	19,100				15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	3				17
18		(24) Coal and ore wharves	1,064				18
19		(25) TOFC/COFC terminals	43,534				19
20		(26) Communication systems	28,868				20
21		(27) Signals and interlockers	49,381				21
22		(29) Power plants					22
23		(31) Power-transmission systems	193				23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	52,822				25
26		(39) Public improvements - Construction	12,778				26
27		(44) Shop machinery	9,632				27
28		(45) Power-plant machinery	94				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	1,425,302			171	31
32		(52) Locomotives	26,986				32
33		(53) Freight-train cars	82,342				33
34		(54) Passenger-train cars	11				34
35		(55) Highway revenue equipment	968				35
36		(56) Floating equipment					36
37		(57) Work equipment	11,126				37
38		(58) Miscellaneous equipment	2,543				38
39		(59) Computer systems and word processing equipment	14,447				39
40		TOTAL EQUIPMENT	138,423				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	55,502				43
44		GRAND TOTAL	1,619,227			171	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

CROSS-CHECKS

SCHEDULE 410

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

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

SCHEDULE 210

SCHEDULE 412

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

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

SCHEDULE 414

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

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

SCHEDULE 415

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

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

AND
SCHEDULE 414

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

SCHEDULE 415

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

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

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

SCHEDULE 417

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

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

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

410. RAILWAY OPERATING EXPENSES

(Dollars in thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
WAY AND STRUCTURES ADMINISTRATION										
1		Track	2,011	(8)	216	765	2,984	662	3,646	1
2		Bridge and Building	1,575	(5)	49	205	1,824	373	2,197	2
3		Signal	1,811	(8)	95	177	2,075	567	2,642	3
4		Communication	475	(3)	10	40	522	151	673	4
5		Other	1,263	(2)	562	352	2,175	185	2,360	5
REPAIR AND MAINTENANCE										
6		Roadway – Running	1,272	(234)	983	(104)	1,917	340	2,257	6
7		Roadway – Switching	244	(45)	64	(5)	258	30	288	7
8		Tunnels and Subways – Running								8
9		Tunnels and Subways – Switching								9
10		Bridges and Culverts – Running	1,734	348	707	15	2,804	270	3,074	10
11		Bridges and Culverts – Switching	13		15	(29)	(1)	4	3	11
12		Ties – Running	998	422	53	(615)	858	445	1,303	12
13		Ties – Switching	519	409	13	(170)	771	141	912	13
14		Rail and Other Track Material – Running	12,654	1,589	1,280	(2,429)	13,094	2,095	15,189	14
15		Rail and Other Track Material – Switching	2,449	232	(100)	(223)	2,358	358	2,716	15
16		Ballast – Running	1,395	294	33	(579)	1,143	452	1,595	16
17		Ballast – Switching	182	76	16	(179)	95	35	130	17
18		Road Property Damaged – Running	299	247	24	(249)	321	63	384	18
19		Road Property Damaged – Switching	330	125	25	(58)	422	57	479	19
20		Road Property Damaged – Other	(5)		(18)		(23)	29	6	20
21		Signal and Interlockers – Running	4,102	1,438	(328)	(1,268)	3,944	2,668	6,612	21
22		Signal and Interlockers – Switching	243	45	19	(23)	284	3	287	22
23		Communications Systems	365	56	147	(143)	425	100	525	23
24		Power Systems	266	16	129	37	448	256	704	24
25		Highway Grade Crossings – Running	616	655	187	(104)	1,354	34	1,388	25
26		Highway Grade Crossings – Switching	44	13	9	(12)	54	10	64	26
27		Station and Office Buildings	612	88	159	(266)	593	1,442	2,035	27
28		Shop Buildings – Locomotives	427	304	32	(28)	735	391	1,126	28
29		Shop Buildings – Freight Cars	167	68	173	(33)	375	N/A	375	29
30		Shop Buildings – Other Equipment	14	(3)	90	(2)	99	502	601	30

410. RAILWAY OPERATING EXPENSES – Continued
(Dollars in thousands)

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
101		REPAIR AND MAINTENANCE – Continued								
102		Locomotive Servicing Facilities	91	12	90	(3)	190	31	221	101
103		Miscellaneous Buildings and Structures	271	25	221	(18)	499	111	610	102
104		Coal Terminals						N/A		103
105		Ore Terminals	791	321	897	(79)	1,930	N/A	1,930	104
106		Other Marine Terminals						N/A		105
107		TOPC/COFC – Terminals	58	6	47	3	114	N/A	114	106
108		Motor Vehicle Loading and Distribution Facilities	22	2	36	1	61	N/A	61	107
109		Facilities for Other Specialized Service Operations						N/A		108
110		Roadway Machines	2,055	2,485	2,229	(1,139)	5,630	1,046	6,676	109
111		Small Tools and Supplies	64	657	2,033	85	2,839	507	3,346	110
112		Snow Removal	1,404	147	436	21	2,008	513	2,521	111
113		Fringe Benefits – Running	N/A	N/A	N/A	10,780	10,780	2,765	13,545	112
114		Fringe Benefits – Switching	N/A	N/A	N/A	2,578	2,578	181	2,759	113
115		Fringe Benefits – Other	N/A	N/A	N/A	4,831	4,831	350	5,181	114
116		Casualties and Insurance – Running	N/A	N/A	N/A	3,664	3,664	110	3,774	115
117		Casualties and Insurance – Switching	N/A	N/A	N/A	691	691	11	702	116
118	*	Casualties and Insurance – Other	N/A	N/A	N/A	1,238	1,238	22	1,260	117
119	*	Lease Rentals – Debit – Running	N/A	N/A	69	N/A	69		69	118
120	*	Lease Rentals – Debit – Switching	N/A	N/A		N/A				119
121	*	Lease Rentals – Debit – Other	N/A	N/A	3,803	N/A	3,803	479	4,282	120
122	*	Lease Rentals – [Credit] – Running	N/A	N/A		N/A				121
123	*	Lease Rentals – [Credit] – Switching	N/A	N/A		N/A				122
124	*	Lease Rentals – [Credit] – Other	N/A	N/A		N/A				123
125		Joint Facility Rent – Debit – Running	N/A	N/A	1,740	N/A	1,740		1,740	124
126		Joint Facility Rent – Debit – Switching	N/A	N/A	112	N/A	112		112	125
127		Joint Facility Rent – Debit – Other	N/A	N/A	1	N/A	1		1	126
128		Joint Facility Rent – [Credit] – Running	N/A	N/A	(387)	N/A	(387)		(387)	127
129		Joint Facility Rent – [Credit] – Switching	N/A	N/A	(48)	N/A	(48)		(48)	128
130	*	Joint Facility Rent – [Credit] – Other	N/A	N/A	(59)	N/A	(59)		(59)	129
131	*	Other Rents – Debit – Running	N/A	N/A	579	N/A	579	35	614	130
132	*	Other Rents – Debit – Switching	N/A	N/A		N/A				131
133	*	Other Rents – Debit – Other	N/A	N/A		N/A				132
		Other Rents – [Credit] – Running	N/A	N/A		N/A				133

410. RAILWAY OPERATING EXPENSES – Continued
(Dollars in thousands)

Line No.	Cross Check	Name of railway operating expense (a)	Freight				Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
134	*	REPAIR AND MAINTENANCE – Continued							
135	*	Other Rents – [Credit] – Switching	N/A	N/A		N/A			134
136	*	Other Rents – [Credit] – Other	N/A	N/A		N/A			135
137	*	Depreciation – Running	N/A	N/A	N/A	28,570	28,570	145	28,715
138	*	Depreciation – Switching	N/A	N/A	N/A	2,001	2,001	3	2,004
139	*	Depreciation – Other	N/A	N/A	N/A	6,528	6,528	235	6,763
140		Joint Facility – Debit – Running	N/A	N/A	N/A	4,574	4,574	82	4,656
141		Joint Facility – Debit – Switching	N/A	N/A	N/A	281	281		281
142		Joint Facility – Debit – Other	N/A	N/A	53	N/A	53		53
143		Joint Facility – [Credit] – Running	N/A	N/A	(1,365)	N/A	(1,365)		(1,365)
144		Joint Facility – [Credit] – Switching	N/A	N/A	(364)	N/A	(364)		(364)
145		Joint Facility – [Credit] – Other	N/A	N/A	(15)	N/A	(15)		(15)
146		Dismantling Retired Road Property – Running	25			3	28		28
147		Dismantling Retired Road Property – Switching							
148		Dismantling Retired Road Property – Other							
149		Other – Running		8			8		8
150		Other – Switching	40	1	11		12		12
151		Other – Other		187	2,126	1	2,354	270	2,624
		TOTAL WAY AND STRUCTURES	40,896	9,968	21,744	54,828	127,436	18,559	145,995
201		EQUIPMENT							
202	*	LOCOMOTIVES							
203	*	Administration	2,311	15	114	109	2,549	596	3,145
204	*	Repair and Maintenance	12,627	21,658	2,728	2,431	39,444	3,855	43,299
205	*	Machinery Repair	29	110	4	5	148	12	160
206	*	Equipment Damaged	99	110	6	(26)	189	1	190
207	*	Fringe Benefits	N/A	N/A	N/A	6,023	6,023	1,263	7,286
208	*	Other Casualties and Insurance	N/A	N/A	N/A	711	711	22	733
209	*	Lease Rentals – Debit	N/A	N/A	51,017	N/A	51,017		51,017
210	*	Lease Rentals – [Credit]	N/A	N/A		N/A			
211	*	Joint Facility Rent – Debit	N/A	N/A		N/A			
212	*	Joint Facility Rent – [Credit]	N/A	N/A	(99)	N/A	(99)		(99)
213	*	Other Rents – Debit	N/A	N/A		N/A			
214	*	Other Rents – [Credit]	N/A	N/A	(30,268)	N/A	(30,268)	18	(30,268)
215	*	Depreciation	N/A	N/A	N/A	2,185	2,185		2,203
216	*	Joint Facility – Debit	N/A	N/A	(9)	N/A	(9)		(9)
217	*	Joint Facility – [Credit]	N/A	N/A	(89)	N/A	(89)		(89)
218	*	Repairs Billed to Others – [Credit]	N/A	N/A		N/A			

410. RAILWAY OPERATING EXPENSES – Continued
(Dollars in thousands)

Line No.	Cross Check	Name of railway operating expense (a)	Freight				Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
217		LOCOMOTIVES – Continued							
218		Dismantling Retired Property							
219		Other	6	187	1,263	1	1,457	286	1,743
220		TOTAL LOCOMOTIVES	15,072	22,080	24,667	11,439	73,258	6,053	79,311
221		FREIGHT CARS							
222		Administration	4,271	30	239	114	4,654	N/A	4,654
223	*	Repair and Maintenance	10,699	29,165	18,181	(14,467)	43,578	N/A	43,578
224	*	Machinery Repair	605	530	237	32	1,404	N/A	1,404
225		Equipment Damaged	256	587	1,518	(585)	1,776	N/A	1,776
226		Fringe Benefits	N/A	N/A	N/A	6,589	6,589	N/A	6,589
227		Other Casualties and Insurance	N/A	N/A	N/A	4,219	4,219	N/A	4,219
228	*	Lease Rentals – Debit	N/A	N/A	65,414	N/A	65,414	N/A	65,414
229	*	Lease Rentals – [Credit]	N/A	N/A		N/A		N/A	
230		Joint Facility Rent – Debit	N/A	N/A		N/A		N/A	
231	*	Joint Facility Rent – [Credit]	N/A	N/A		N/A		N/A	
232	*	Other Rents – Debit	N/A	N/A	90,879	N/A	90,879	N/A	90,879
233	*	Other Rents – [Credit]	N/A	N/A	(86,354)	N/A	(86,354)	N/A	(86,354)
234		Depreciation	N/A	N/A	N/A	5,849	5,849	N/A	5,849
235	*	Joint Facility – Debit	N/A	N/A	25	N/A	25	N/A	25
236	*	Joint Facility – [Credit]	N/A	N/A		N/A		N/A	
237		Repairs Billed to Others – [Credit]	N/A	N/A	(36,613)	N/A	(36,613)	N/A	(36,613)
238		Dismantling Retired Property						N/A	
239		Other	15,831	129	944	(459)	614	N/A	614
240		TOTAL FREIGHT CARS	30,441	54,470	102,034	1,292	102,034	N/A	102,034
241		OTHER EQUIPMENT							
242		Administration	39		639	(6)	672	719	1,391
243	*	Repair and Maintenance							
244	*	Trucks, Trailers & Containers – Revenue Service			143	(3)	140	N/A	140
245	*	Floating Equipment – Revenue Service						N/A	
246	*	Passenger and Other Revenue Equipment	(468)	223	(74)	443	124	4,376	4,500
247	*	Computer Systems and Word Processing Equip			377		377	35	412
248	*	Machinery	2	6	27		35	73	108
249	*	Work and Other Non – Revenue Equipment	562	244	4,422	(180)	5,048	555	5,603
250		Equipment Damaged	(1)		9		8	1	9
251		Fringe Benefits	N/A	N/A	N/A	309	309	1,445	1,754
252		Other Casualties and Insurance	N/A	N/A	N/A	510	510	243	753
253	*	Lease Rentals – Debit	N/A	N/A	5,034	N/A	5,034	538	5,572
254	*	Lease Rentals – [Credit]	N/A	N/A		N/A			

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
313		OTHER EQUIPMENT -- Continued								
314		Joint Facility Rent -- Debit	N/A	N/A	(32)	N/A	(32)		(32)	313
315	*	Joint Facility Rent -- [Credit]	N/A	N/A	(67)	N/A	(67)		(67)	314
316	*	Other Rents -- Debit	N/A	N/A	1,133	N/A	1,133		1,133	315
317	*	Other Rents -- [Credits]	N/A	N/A	(789)	N/A	(789)		(789)	316
318		Depreciation	N/A	N/A	N/A	2,056	2,056	218	2,274	317
319		Joint Facility -- Debit	N/A	N/A	141	N/A	141		141	318
320	*	Joint Facility -- [Credit]	N/A	N/A		N/A				319
321		Repairs Billed to Others -- [Credit]	N/A	N/A		N/A				320
322		Dismantling Retired Property								321
323		Other		18	(29)		(11)	1,524	1,513	322
324		TOTAL OTHER EQUIPMENT	134	491	10,934	3,129	14,688	9,727	24,415	323
		TOTAL EQUIPMENT	31,037	53,012	90,071	15,860	189,980	15,780	205,760	324
		TRANSPORTATION								
401		Administration	8,068	105	403	1,039	9,615	1,616	11,231	401
402		Engine Crews	28,544			3,613	32,157	5,668	37,825	402
403		Train Crews	30,316			3,431	33,747	6,559	40,306	403
404		Dispatching Trains	2,502				2,502	353	2,855	404
405		Operating Signals and Interlockers	497	34	5	10	546	295	841	405
406		Operating Drawbridges	521			1	522		522	406
407		Highway Crossing Protection	231	2	(1)	6	238	6	244	407
408		Train Inspection and Lubrication	5,353	2,548	45	967	8,913	1,029	9,942	408
409		Locomotive Fuel	16	51,232	1	3,007	54,256	4,598	58,854	409
410		Electric Power Purchased or Produced for Motive Power								
411		Servicing Locomotives	783	459	82		1,324			410
412		Freight Lost or Damaged -- Solely Related	N/A	N/A	N/A	75	75	620	1,944	411
413		Clearing Wrecks	55	1	1,081	(130)	1,007		75	412
414		Fringe Benefits	N/A	N/A	N/A	24,206	24,206	6,167	1,007	413
415		Other Casualties and Insurance	N/A	N/A	N/A	15,296	15,296	1,027	30,373	414
416		Joint Facility -- Debit	N/A	N/A	626	N/A	626		16,323	415
417		Joint Facility -- [Credit]	N/A	N/A	(670)	N/A	(670)		626	416
418		Other	107	587	1,694	256	2,644	1,787	(670)	417
419		TOTAL TRAIN OPERATIONS	76,993	54,968	3,266	51,777	187,004	29,725	4,431	418
		YARD OPERATIONS							216,729	419
420		Administration	2,613	1	589	263	3,466	130	3,596	420
421		Switch Crews	32,906		(277)		32,629	554	33,183	421

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight				Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
422		YARD OPERATIONS - Continued							
423		Controlling Operations	2,007				2,007	23	2,030 422
424		Yard and Terminal Clerical	1,687				1,687	54	1,741 423
425		Operating Switches, Signals, Retarders and Humps	801				801	341	1,142 424
426		Locomotive Fuel	1	3,732			3,733	35	3,768 425
		Electric Power Purchased or Produced for Motive Power							
427		Servicing Locomotives	177	84	14		275	31	306 426
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A				
429		Clearing Wrecks	222	41	35	17	315		315 428
430		Fringe Benefits	N/A	N/A	N/A	13,932	13,932	339	14,271 429
431		Other Casualties and Insurance	N/A	N/A	N/A	2,323	2,323	6	2,329 430
432		Joint Facility - Debit	N/A	N/A	22	N/A	22		22 431
433		Joint Facility - [Credit]	N/A	N/A	(432)	N/A	(432)		(432) 432
434		Other	108	135	566	10	819	36	855 433
435		TOTAL YARD OPERATIONS	40,522	3,993	517	16,545	61,577	1,549	63,126 434
501		TRAIN AND YARD OPERATIONS COMMON							
502		Cleaning Car Interiors	(160)	236	197	N/A	273	2,817	3,090 501
503		Adjusting and Transferring Loads	153	19	324	N/A	496	N/A	496 502
504		Car Loading Devices and Grain Doors				N/A		N/A	
505		Freight Lost or Damaged - All Other	N/A	N/A	N/A	8,976	8,976		8,976 503
506		Fringe Benefits	N/A	N/A	N/A	101	101	703	804 504
		TOTAL TRAIN & YD. OPERATIONS COMMON	(7)	255	521	9,077	9,846	3,520	13,366 505
507	*	SPECIALIZED SERVICE OPERATIONS							
508	*	Administration	1,973		46	170	2,189	N/A	2,189 506
509	*	Pickup and Delivery and Marine Line Haul			9		9	N/A	9 507
510	*	Loading and Unloading and Local Marine	1,289	166	3,392	(441)	4,406	N/A	4,406 508
511	*	Protective Services	2	252	(417)		(163)	N/A	(163) 509
512	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A	
513	*	Fringe Benefits	N/A	N/A	N/A	1,231	1,231	N/A	1,231 510
514	*	Casualties and Insurance	N/A	N/A	N/A	11	11	N/A	11 511
515	*	Joint Facility - Debit	N/A	N/A	N/A	N/A		N/A	
516	*	Joint Facility - [Credit]	N/A	N/A				N/A	
517	*	Other	202	57	806	(185)	880	N/A	880 512
		TOTAL SPECIALIZED SERVICES OPERATIONS	3,466	475	3,836	786	8,563	N/A	8,563 513

410. RAILWAY OPERATING EXPENSES – Concluded
(Dollars in thousands)

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
518		ADMINISTRATIVE SUPPORT OPERATIONS								
519		Administration	2,798	(37)	693	82	3,536	531	4,067	518
520		Employees Performing Clerical & Acctg. Functions	11,593		783	2	12,378	2,150	14,528	519
521		Communication Systems Operation	720	47	424	9	1,200	225	1,425	520
522		Loss and Damage Claims Processing	9				9		9	521
523		Fringe Benefits	N/A	N/A	N/A	6,055	6,055	1,272	7,327	522
524		Casualties and Insurance	N/A	N/A	N/A	5	5	1	6	523
525		Joint Facility – Debit	N/A	N/A	(19)	N/A	(19)		(19)	524
526		Joint Facility – [Credit]	N/A	N/A		N/A				525
527		Other	74	516	1,463	30	2,083	742	2,825	526
		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	15,194	526	3,344	6,183	25,247	4,921	30,168	527
528		TOTAL TRANSPORTATION	136,168	60,217	11,484	84,368	292,237	39,715	331,952	528
601		GENERAL AND ADMINISTRATIVE								
602		Officers – General Administration	3,162	55	3,609	(474)	6,352	1,231	7,583	601
603		Accounting, Auditing and Finance	8,407	148	909	(258)	9,206	1,387	10,593	602
604		Management Services and Data Processing	7,378	214	1,538	(297)	8,833	733	9,566	603
605		Marketing	7,684	27	881	489	9,081	164	9,245	604
606		Sales	108	36	764	(272)	636		636	605
607		Industrial Development	62		31	(15)	78	N/A	78	606
608		Personnel and Labor Relations	3,878	97	285	174	4,434	933	5,367	607
609		Legal and Secretarial	3,230	12	1,593	(243)	4,592	553	5,145	608
610		Public Relations and Advertising	665	36	1,400	17	2,118	244	2,362	609
611		Research and Development								610
612		Fringe Benefits	N/A	N/A	N/A	13,367	13,367	1,564	14,931	611
613		Casualties and Insurance	N/A	N/A	N/A	1,504	1,504	139	1,643	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A	1,127	1,127	20	1,147	613
615		Property Taxes	N/A	N/A	N/A	11,770	11,770	511	12,281	614
616		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	630	630		630	615
617		Joint Facility – Debit	N/A	N/A	17	N/A	17		17	616
618		Joint Facility – [Credit]	N/A	N/A		N/A				617
619		Other	350	1	1,312	(2,252)	(589)	155	(434)	618
		TOTAL GENERAL AND ADMINISTRATIVE	34,924	626	12,339	25,267	73,156	7,634	80,790	619
620	*	TOTAL CARRIER OPERATING EXPENSES	243,025	123,823	135,638	180,323	682,809	81,688	764,497	620

410. RAILWAY OPERATING EXPENSES - EXPLANATORY NOTES

The Company recorded a special charge of \$4.8 million in 1994 for severance and related costs included in Schedule 410 as follows:

	(thousands of dollars)
Line 618, column (e)	\$4,826

The Company reversed \$9.8 million of contract allowance related revenue reductions incurred prior to 1994. This reversal is included in schedule 410 as follows:

	(thousands of dollars)
Line 618, column (e)	(\$9,826)

410. RAILWAY OPERATING EXPENSES - EXPLANATORY NOTES

BLANK

412. WAY AND STRUCTURES

(Dollars in thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137 and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29 should balance to the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135.
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item: the net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1 through 27.
6. Line 11, account 16, should not include computer and data processing equipment reported on line 37 of schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	597	42	17	2
3		4	Other right-of-way expenditures	44		1	3
4		5	Tunnels and subways				4
5		6	Bridges, trestles and culverts	844	1	4	5
6		7	Elevated structures				6
7		8	Ties	14,713	7		7
8		9	Rail and other track material	9,267	13		8
9		11	Ballast	3,713	4		9
10		13	Fences, snowsheds and signs	78	2	(6)	10
11		16	Station and office buildings	2,762	3,803	8	11
12		17	Roadway buildings	39		(2)	12
13		18	Water stations	31		1	13
14		19	Fuel stations	103		3	14
15		20	Shops and enginehouses	325		2	15
16		22	Storage warehouses				16
17		23	Wharves and docks				17
18		24	Coal and ore wharves	60			18
19		25	TOFC/COFC terminals	937		2	19
20		26	Communications systems	659		8	20
21		27	Signals and interlockers	1,088		(3)	21
22		29	Power plants				22
23		31	Power transmission systems	4			23
24		35	Miscellaneous structures				24
25		37	Roadway machines	1,545	579	107	25
26		39	Public improvements: construction	290		(35)	26
27		45	Power plant machines			5	27
28		--	Other lease/rentals	N/A		N/A	28
29		--	TOTAL	37,099	4,451	112	29

414. RENT'S FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT

(Dollars in thousands)

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

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES			2			1	1
2		Box - Plain 40 Foot							
3		Box - Plain 50 Foot and Longer		2,988	10,516	954	451	2,526	2
4		Box - Equipped		1,157	3,313	1	1,913	8,085	3
5		Gondola - Plain		2,427	6,678	164	1,053	3,621	4
6		Gondola - Equipped		781	3,506	3	639	2,235	5
7		Hopper - Covered		9,306	26,674	8,915	1,388	10,856	6
8		Hopper - Open Top - General Service		1,570	1,546	139	1,416	2,452	7
9		Hopper - Open Top - Special Service		12	18		1	1	8
10		Refrigerator - Mechanical				31	2,033	1,484	9
11		Refrigerator - Non - Mechanical		1,011	1,675	436	402	1,257	10
12		Flat TOFC/COFC		1,452	3,032	4,587	294	1,528	11
13		Flat Multi - Level			279	6,490	985	2,498	12
14		Flat - General Service				5	29	75	13
15		Flat - Other		11	109	2,726	900	3,341	14
16		Tank - Under 22,000 Gallons	118			3,206			15
17		Tank - 22,000 Gallons and Over	130			3,600			16
18		All Other Freight Cars				4	2	15	17
19		Auto Racks			8,043			8,137	18
20		TOTAL FREIGHT TRAIN CARS	248	20,715	65,391	31,261	11,506	48,112	19
21		OTHER FREIGHT - CARRYING EQUIPMENT							
22		Refrigerated Trailers							20
23		Other Trailers			789	696		419	21
24		Refrigerated Containers							22
25		Other Containers							23
26	*	TOTAL TRAILERS AND CONTAINERS			789	696		18	24
27		GRAND TOTAL (LINES 19 AND 24)	248	20,715	66,180	31,957	11,506	48,549	25

NOTES AND REMARKS**BLANK**

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in schedule schedule 415, Equipment Damaged from Schedule 410, line 204.
- (b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
- (c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery—Other Equipment (line 40), plus Work and Other Non—Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 308.

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

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

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

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

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213.
- (b) Freight Cars, line 24 plus line 39 compared to schedule 410, line 232.
- (c) Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery—Other Equipment (line 40); and Work and Other Non—Revenue Equipment (line 41) compared to Schedule 410, line 317.

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

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

- (a) Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.
- (b) Freight Cars, line 24 plus 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).
- (c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.

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

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

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

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

415. SUPPORTING SCHEDULE – EQUIPMENT
(Dollars in thousands)

Line No.	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive – Yard	5,601	12			1
2		Diesel Locomotive – Road	33,843	2,055			2
3		Other Locomotive – Yard					3
4		Other Locomotive – Road					4
5	*	TOTAL	39,444	2,067			5
		FREIGHT TRAIN CARS					
6		Box – Plain 40 Foot	5	6			6
7		Box – Plain 50 Foot and Longer	3,153	265			7
8		Box – Equipped	1,127	130			8
9		Gondola – Plain	1,107	218			9
10		Gondola – Equipped	1,046	91	960		10
11		Hopper – Covered	2,429	963	325		11
12		Hopper – Open Top – General Service	250	664			12
13		Hopper – Open Top – Special Service	(892)	183			13
14		Refrigerator – Mechanical	(233)				14
15		Refrigerator – Nonmechanical	1,019	260			15
16		Flat TOFC/COFC	412				16
17		Flat Multi-level	(723)	3			17
18		Flat – General Service	(17)				18
19		Flat – Other	(660)	45			19
20		All Other Freight Cars	(1,200)	8			20
21		Cabooses			11		21
22		Auto Racks		581	920		22
23		Miscellaneous Accessories	142				23
24	*	TOTAL FREIGHT TRAIN CARS	6,965	3,417	2,216		24
		OTHER EQUIPMENT – REVENUE					
25		FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers					25
26		Other Trailers	140				26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	140				32
		FLOATING EQUIPMENT – REVENUE					
33		SERVICE					
		Marine Line – Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	124	2			36
37	*	Computer systems and word processing equip.	377	1,181	103		37
38	*	Machinery – Locomotives ¹	148	118			38
39	*	Machinery – Freight Cars ²	1,404	216			39
40	*	Machinery – Other Equipment ³	35	9			40
41	*	Work and Other Non-revenue Equipment	5,048	618	143		41
42		TOTAL OTHER EQUIPMENT	7,136	2,144	246		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	53,685	7,628	2,462		43

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

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

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

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

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		2,946	165		136		1
2		17,803	26,820		1,177		2
3							3
4							4
5		20,749	26,985		1,313		5
6			101		14		6
7		6,486	4,610		684		7
8		3,765	2,162		380		8
9		6,852	2,164		777		9
10		537	2,152	8,457	187	1,306	10
11		35,549	17,227	2,859	2,587	1,477	11
12		7,504	12,050		1,769		12
13			3,321		494		13
14							14
15		1,802	4,591		708		15
16		2,124					16
17			48		7		17
18		8					18
19			821		121		19
20		546	150		19		20
21		41		102		16	21
22		200	13,381	8,145	1,111	6,653	22
23							23
24		65,414	62,778	19,563	8,858	9,452	24
25							25
26		202		967	(91)	1,546	26
27							27
28							28
29							29
30							30
31							31
32		202		967	(91)	1,546	32
33							33
34							34
35							35
36			11		16		36
37		1,371	13,462	986	3,652	562	37
38			3,313		582		38
39			6,065		1,015		39
40			253		144		40
41		3,461	12,697	971	4,383	1,835	41
42		4,832	35,801	1,957	9,792	2,397	42
43		91,197	125,564	22,487	19,872	13,395	43

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

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

416. SUPPORTING SCHEDULE – ROAD
(Dollars in thousands)

Line No.	Density category (Class) (a)	Account No (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			Inv. Base (c)	Accum. depr. (d)	Depr rate % (e)	Inv. Base (f)	Accum. depr. (g)	Depr. rate % (h)	Inv. Base (i)	Current year Amort. (j)	Accum. Amort. (k)	Inv. Base (l)	Accum. Depr. & Amort. (m)	
1	I	3	2,342	217	1.92							2,342	217	1
2		8	57,973	12,133	4.66							57,973	12,133	2
3		9	138,831	21,248	3.44							138,831	21,248	3
4		11	19,430	3,173	4.27							19,430	3,173	4
5	Sub-Total		218,576	36,771	3.81							218,576	36,771	5
6	II	3	22,260	2,396	1.92							22,260	2,396	6
7		8	244,736	40,451	4.45							244,736	40,451	7
8		9	202,415	18,954	2.13							202,415	18,954	8
9		11	68,700	10,378	3.84							68,700	10,378	9
10	Sub-Total		538,111	72,179	3.38							538,111	72,179	10
11	III	3	18	N/A	N/A					N/A		18		11
12		8	312	N/A	N/A					N/A		312		12
13		9	2,590	N/A	N/A					N/A		2,590		13
14		11	676	N/A	N/A					N/A		676		14
15	Sub-Total		3,596	N/A	N/A					N/A		3,596		15
16	IV	3	6,349	225	1.92	3						6,352	225	16
17		8	17,821	5,484	10.18	53	13	10.18				17,874	5,497	17
18		9	44,093	1,373	0.51	73	8	0.51				44,166	1,381	18
19		11	10,555	1,012	3.30	18	3	3.30				10,573	1,015	19
20	Sub-Total		78,818	8,094	3.31	147	24	3.45				78,965	8,118	20
21	V	3	98	10	1.92							98	10	21
22		8	627	141	5.08							627	141	22
23		9	1,221	136	2.40							1,221	136	23
24		11	309	46	3.30							309	46	24
25	Sub-Total		2,255	333	3.25							2,255	333	25
26	GRAND TOTAL		841,356	117,377	N/A	147	24	N/A				841,503	117,401	26

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

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

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

NOTES AND REMARKS

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417. SPECIALIZED SERVICE SUBSCHEDULE – TRANSPORTATION
(Dollars in thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b – i) (j)	Line No.
1 *		Administration	1,308			376		448	57		2,189	1
2 *		Pick up and delivery, marine line haul	9						NA		9	2
3 *		Loading and unloading and local marine	2,306			284		1,816	NA		4,406	3
4 *		Protective services, total debits and credits	(100)						(63)		(163)	4
5 *		Freight lost or damaged – solely related										5
6 *		Fringe benefits	358			429		407	37		1,231	6
7 *		Casualty and insurance	11								11	7
8 *		Joint facility – Debit										8
9 *		Joint facility – Credit										9
10 *		Other	738					140	2		880	10
11 *		TOTAL	4,630			1,089		2,811	33		8,563	11

Schedule 418

Instruction:

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

Column

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

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

Primary Account Number And Title (a)	Total Investment At End Of Year (b)	Capital Leases		
		Investment At End Of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
(16) Stat. & Off. Bldgs.	35,147			
(20) Shops & Enginehouses	19,101			
(25) TOFC COFC Terminals	43,534	261	9	270
(26) Communication System	28,868	881		891
(37) Roadway Machines	52,822	9,121		9,301
Total Road	179,472	10,263	9	10,462
(52) Locomotives	26,985			
(53) Freight Train Cars	82,342	19,563	2,216	9,452
(55) Highway Revenue Equipmt.	967	967		1,546
(57) Work Equipment	11,125			842
(58) Miscellaneous Equipment	2,543	971	143	993
(59) Computer & Word Processing	14,448	986	103	562
Total Equipment	138,410	22,487	2,462	13,395
GRAND TOTAL	317,882	32,750	2,471	23,857

NOTES AND REMARKS

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450. ANALYSIS OF TAXES

(Dollars in thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	12,884	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	2,200	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	2,200	4
5		Railroad Retirement	56,904	5
6		Hospital Insurance	4,279	6
7		Supplemental Annuities	4,054	7
8		Unemployment Insurance	452	8
9		All Other United States Taxes	26	9
10		Total - U.S. Government Taxes	67,915	10
11		Total Railway Taxes	80,799	11

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6						6
7	See Note 1 on following page					7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment Tax Credit*					18
19	TOTALS	205,623	46,440		252,063	19

450. ANALYSIS OF TAXES – Continued
(Dollars in thousands)

***Footnotes:**

1. If Flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ _____
- 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 a 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 _____ \$ 132,000

The components of the deferred tax liability include (thousands of dollars):

	<u>1994</u>
Deferred tax liabilities:	
Depreciation and basis differences	\$ 420,068
All other	1,587
Total deferred tax liabilities	<u>\$ 421,655</u>
Deferred tax assets:	
Property treated as leased for tax purposes	\$ (6,108)
Tax loss carryforwards	(148,221)
Accruals	(62,790)
Investment tax credit carryforwards	(42,932)
Valuation reserve	<u>31,432</u>
Net investment tax credit carryforwards	(11,500)
All other	(38,278)
Total deferred tax assets	<u>\$ (266,897)</u>
Deferred tax from WRPI Tax Sharing Agreement	97,305
Net deferred income tax liability	<u>\$ 252,063</u>

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

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Income From Sale of Property		712	1
2		Contractor Fee		806	2
3		Recovery of Bad Debt Write-off		3,284	3
4		Other -- Each less than 10% of net income		1,131	4
5					5
6		Total Account 519		5,933	6
7					7
8	551	Commitment Fee	424		8
9		Loss on Sale of Non Operating Property	538		9
10		Bank Fees	727		10
11		Accounting Irregularities	1,796		11
12		Other -- Each less than 10% of net income	1,444		12
13					13
14		Total Account 551	4,929		14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS
(Dollars in thousands)

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

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total..

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7		The Company is liable for the balance of a Subordinated Intercompany Loan ("SIL") from its subsidiary Western Railroad Properties, Inc. ("WRPI"), and certain obligations such as for negligence and excess casualty costs.			7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19		SIL *	156,256	Sole	19
20					20
21					21
22					22
23					23
24					24
25	* The sole event of default under the SIL is a Railroad bankruptcy event, and such an event of default is the only occurrence which permits WRPI to accelerate the scheduled payments of interest and principal. In the event the Railroad fails to make any payment when due under the SIL, WRPI's only remedy is an action to enforce payment. Commencement of such an action, or acceleration of payments in the case of a Railroad bankruptcy event are both subject to the subordination provisions of the SIL. Scheduled payments under the SIL are as follows:				25
26					26
27					27
28					28
29					29
30		1995	22,000		30
31		1996	24,250		31
32		1997	31,250		32
33		1998	36,250		33
34		1999	21,750		34
35		After 1999	20,756		35
36					36
37					37
38					38

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	Finance Docket 26371 and 26372	Northwest Chemco, Inc. (formerly named Chicago and Northwestern Railway Company) and certain of its selling subsidiaries.	2,235	Sole	1
2	(1) The sellers remain liable on a substantial portion of the obligations assumed by respondent.				2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in thousands)

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

1. Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.

2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.

3. Compensating balance arrangements need only be disclosed for the latest fiscal year.

4. Compensating balances included in Account 703, Special Deposits and in Account 717, Other Funds, should also be separately disclosed below.

5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written or oral agreement balances amount to 15 percent or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).

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

1) Short-term lines of credit convertible by borrower to long-term debt :

	Unused	Used
a) Revolving Credit	45,035	4,965 (Note)

2) Maximum amount that was borrowed during the year— _____ See note

3) Average interest rate on short term borrowings— _____ See note

4) Weighted average interest rate on short term borrowings— _____ See note

5) No time deposits or certificates of deposit not included elsewhere.

NOTE: Includes \$ 4,965 used as letters of credit. Only fees associated with letters of credit were paid in 1994.

NOTES AND REMARKS

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SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT
(Dollars in thousands)

The principal use of this schedule is to determine the average embedded rate of debt capital.

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	757/764	Equipment Obligations and Other Long Term Debt due Within One Year (Note 6)	Sch. 200, L. 35 and 39	94,661
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	614,069
4	766	Equipment Obligations	Sch. 200, L. 42	20,192
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	15,144
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	252,227
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	
9		Total Debt	Sum L. 1-8	996,293
10		Debt Directly Related to Road Property	Note 1.	27,518
11		Debt Directly Related to Equipment	Note 1.	26,141
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	53,659
13		Percent Directly Related to Road	L. 10 ÷ L. 12 (2 decimals)	51.28%
14		Percent Directly Related to Equipment	L. 11 ÷ L. 12 (2 decimals)	48.72%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	942,634
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	510,901
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	485,392

II. Interest Accrued During Year:

Line #	Account No.	Title	Source	Balance at Close of year
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	72,178
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	
21		Total Interest (Note 3)	(L.18+L.19)-L.20	72,178
22		Interest Directly Related to Road Property Debt	Note 4	2,261
23		Interest Directly Related to Equipment Debt	Note 4	2,568
24		Interest Not Directly Related to Road and Equipment Debt	L. 21 -(L.22+L.23)	67,349
25		Interest on Road Property Debt (Note 5)	L. 22 +(L.24xL.13)	36,798
26		Interest on Equipment Debt (Note 5)	L. 23 +(L.24xL.14)	35,380
27		Embedded Rate of Debt Capital - Road Property	L. 25 ÷ L. 16	7.20%
28		Embedded Rate of Debt Capital - Equipment	L. 26 ÷ L. 17	7.29%

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

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

Note 3. Line 21 includes interest on debt in account 757 and 769 - Account Payable: Affiliated Companies.

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

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

Note 6: Line 2 includes \$ 22,000 of account 757 Accounts Payable Affiliated Companies which is current debt related to account 769.

NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1							1
2			NONE				2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

All other transactions are strictly related to cash advances and repayments.

The Respondent consists of the Chicago and North Western Railway Company and all of its consolidated subsidiaries as named herein, as authorized in the Commission's letter dated August 19, 1976, File: ACA/BAH, and including one subsidiary accounted for under the equity method.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distance 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. Tracks belonging to an industry for which no rent is payable should not be included.

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

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

Class (2) includes each line, full title to which is in an inactive proprietary corporation of the respondent (i.e. one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rest in a corporation controlled by or controlling the respondent, but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs: if it maintains an organization, it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does 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 the entire length of the portion jointly held. The class symbol should have the letter (j) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of running tracks (f)				
1	CLASS 1									1
2	Main Line									2
3	Wholly Owned	100.00%	1,770	546	16	226	116	605	3,279	3
4	Jointly Owned	66.67%								4
5		50.00%	7			3	9	37	56	5
6		40.00%								6
7		33.33%	5			3	2	5	15	7
8		25.00%						1	1	8
9										9
10	Total jointly owned		12			6	11	43	72	10
11	TOTAL CLASS 1									11
12	MAIN		1,782	546	16	232	127	648	3,351	12
13	Branch Line									13
14	Wholly Owned	100.00%	2,492	153	25	336	231	718	3,955	14
15	Jointly Owned	87.00%								15
16		75.00%								16
17		67.00%						1	1	17
18		66.67%						1	1	18
19		65.00%								19
20		50.00%	13	5		2	17	29	66	20
21		33.33%					2	2	4	21
22		25.00%	1	1				3	5	22
23		20.00%								23
24	Total jointly owned		14	6		2	19	36	77	24
25	TOTAL CLASS 1									25
26	BRANCH		2,506	159	25	338	250	754	4,032	26
27										27
28	TOTAL CLASS 1		4,288	705	41	570	377	1,402	7,383	28
29										29
30	CLASS 2									30
31	Main Line									31
32	Branch Line									32
33	TOTAL CLASS 2									33
34										34
35	CLASS 3									35
36	Main Line							8	8	36
37	Branch Line									37
38	TOTAL CLASS 3							8	8	38
39										39
40	CLASS 4									40
41	Main Line									41
42	Branch Line							3	3	42
43	TOTAL CLASS 4							3	3	43
44										44
45	CLASS 5									45
46	Main Line		500	37	21	7	5	28	598	46
47	Branch Line		423	8	1	3	5	28	468	47
48	TOTAL CLASS 5		923	45	22	10	10	56	1,066	48
49										49
50										50
51										51
52										52
53										53
54	Total main line		2,282	583	37	239	132	684	3,957	54
55	Total branch line		2,929	167	26	341	255	785	4,503	55
56										56
57	GRAND TOTAL		5,211	750	63	580	387	1,469	8,460	57
58	Miles of electrified road or track included in preceding grand total	N/A								58

* Miles of Passing Tracks, Crossovers and Turnouts

702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h).

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

Line No.	Cross Check	State or Territory	MILES OF ROAD OPERATED BY RESPONDENT							Line No.
			Line Owned (b)	Line of Proprietary Companies (c)	Line Operated Under Lease (d)	Line Operated Under Contract, etc. (e)	Line Operated Under Trackage Rights (f)	Total Mileage Operated (g)	Line Owned, Not Operated By Respondent (h)	New Line Constructed During Year (i)
1		IOWA	1,674				79	1,753		1
2		ILLINOIS	723				34	757		2
3		MICHIGAN	165				8	173		3
4		MINNESOTA	482				242	724		4
5		MISSOURI	120				48	168		5
6		NEBRASKA	77				104	181		6
7		SOUTH DAKOTA	159					159		7
8		WISCONSIN	837				306	1,143		8
9		WYOMING	36				117	153		9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32		Total Mileage (single track)	4,273				938	5,211		32

NOTES AND REMARKS**BLANK**

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger—train car data

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

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

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

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

9. Cross-checks

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

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

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

710. INVENTORY OF EQUIPMENT - Continued

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 TO OTHERS

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, incl. reclassification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B100 - B287)	31						36
37		Plain box cars - 50' and longer (B300 - B887)	4,219						37
38		Equipped box cars (All code A) Except A 5	1,472					201	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	2,231					1,097	39
40		Equipped gondola cars (All code E)	1,321					28	40
41		Covered hopper cars (All code C 1 C 2)	11,855					1,356	41
42		Open top hopper cars-general service (All code H)	2,533						42
43		Open top hopper cars-special service (All codes K,J-0)	1,747					250	43
44		Refrigerator cars-mechanical R_5_, R_6_, R_7_, R_8_, R_9_							44
45		Refrigerator cars-non- mechanical R_0_, R_1_, R_2_	1,488					1	45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	480						46
47		Flat cars - multi-level (All code V)							47
48		Flat cars-general service F10_, F20_, F30_	46						48
49		Flat cars-other F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_7_, F_8_, F40	83						49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	137					24	50
51		Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9)							51
52		All other freight cars A_5_ (All code L & Q8_							52
53		TOTAL (lines 36 to 52)	27,643					2,957	53
54		Caboose (All code M-930)		64					54
55		TOTAL (lines 53 & 54)	27,643	64				2,957	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36			31		31		2,657		36
37		474	888	2,857	3,745		290,352		37
38		62	426	1,185	1,611		130,929		38
39		761	698	1,869	2,567		240,966		39
40		865	151	333	484		44,998		40
41		195	2,044	10,972	13,016		1,285,575		41
42		25	623	1,885	2,508		249,189		42
43		8	1,739	250	1,989		160,155		43
44									44
45		71	408	1,010	1,418		100,197		45
46		3		477	477		16,208		46
47									47
48		1	45		45		2,498		48
49		1	79	3	82		6,544		49
50		4	35	122	157		14,775		50
51									51
52									52
53		2,470	7,167	20,963	28,130		2,545,043		53
54		9	46	9	N/A	55	N/A		54
55		2,479	7,213	20,972	28,130	55	2,545,043		55

710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED TO OTHERS									
Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, incl. reclass-ification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
56		FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 & 57)	N/A						58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1_Z67_, Z68_Z69							59
60		Dry van U2_Z2_Z6_.1-6	303						60
61		Flat bed U3_Z3							61
62		Open top U4_Z4							62
63		Mechanical refrigerator U5_Z5							63
64		Bulk U0_ & Z0							64
65		Insulated U7_Z7							65
66		Tank ¹ Z0_U6							66
67		Other trailer and container (Special Equipped Dry Van U9_Z8_ & Z9_)							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 60)	303						70

NOTES AND REMARKS

¹ Must have fitting code "CN" to qualify for tank otherwise it is a bulk hopper.

710. INVENTORY OF EQUIPMENT – Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56					N/A				56
57					N/A				57
58					N/A				58
59									59
60			303		303		7,575		60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70			303		303		7,575		70

NOTES AND REMARKS

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

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

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

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

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

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

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

NEW UNITS

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

REBUILT UNITS

26	AUTO RACKS	179	N/A	1,693,662	C	26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	179	N/A	1,693,662	N/A	38
39	GRAND TOTAL	179	N/A	1,693,662	N/A	39

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

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

Track category¹

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

- Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.
 2. This schedule should include all class 1, 2, 3 or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

1. Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	1,027	37.41	57.22	8	1
2	B	1,554	11.82	39.53	416	2
3	C	1,764	2.63	24.59	130	3
4	D	1,259	0.48	13.55	8	4
5	E	1,778	XXXXXXX	XXXXXXX	290	5
6	TOTAL	7,382	11.93	35.79	852	6
7	F	12	XXXXXXX	XXXXXXX		7
8	Potential abandonments	162	0.53	13.90	45	8

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

NOTE 1: 12 miles reported in column b line 7 are dedicated solely to passenger service and not included in lines 1 through 5.

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

721. TIES LAID IN REPLACEMENT

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

Line No.	Track category	Number of crossties laid in replacement								Switch and bridge ties (board feet)	Crossties switch and bridge ties	Line No.
		New ties			Second – hand ties			Total				
		Wooden		Concrete	Other	Wooden			Other			
		Treated	Untreated			Treated	Untreated					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)		(i)	(j)	Percent of spot maintenance (k)
1	A	117,707				4,271			121,978	350,688	6.77	1
2	B	365,199				55,249			420,448	543,063	4.15	2
3	C	64,684				8,153			72,837	288,375	15.76	3
4	D	3,726				(65)			3,661	123,688	51.94	4
5	E	12,212				1,363			13,575	304,375	47.98	5
6	TOTAL	563,528				68,971			632,499	1,610,189	7.78	6
7	F	251							251	4,125	100.00	7
8	Potential abandonments	696				563			1,259	27,438	94.99	8

9 Average cost per cross-tie \$ 23.94 and switch-tie (MBM) \$ 650.19

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

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.
T - Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of new crossies laid during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	23,337	24.15	564	219,563	728.94	160	NEW	1
2	T	1,128	6.76	8				SH	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	24,465	17.89	572	219,563	728.94	160		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid							2.11	21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid							6.26	22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid on foreign lines and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category	Miles of rail laid in replacement (rail—miles)						Total		Percent of spot maintenance	Line No.
		New rail		Relay rail		Welded rail	Bolted rail	Welded rail	Bolted rail		
		Welded rail	Bolted rail	Welded rail	Bolted rail						
(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)			
1	A	63.0	4.3	9.1	11.7	72.1	16.0	15.78	1		
2	B	12.7	14.0	132.5	23.5	145.2	37.5	16.60	2		
3	C	0.5	0.4	5.1	28.4	5.6	28.8	56.01	3		
4	D		0.3	1.7	8.2	1.7	8.5	69.04	4		
5	E	0.4	2.2	8.2	7.7	8.6	9.9	70.57	5		
6	TOTAL	76.6	21.2	156.6	79.5	233.2	100.7	25.02	6		
7	F			0.1	0.1	0.1	0.1	100.00	7		
8	Potential abandonments			0.1	1.9	0.1	1.9	100.00	8		

9 Average cost of new and relay rail laid in replacement per gross ton \$ 651.70 New and \$ 91.08 Relay

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

(Dollars in thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track. In column (a) classify the kind of rail applied as follows:

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

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

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

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc. during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)		
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	2	115	77	40	522.23	136	87	40	464.59	1	
2	2					115	135	71	522.40	2	
3	4	115	59	5	87.24	115	151	11	71.95	3	
4	4	110	243	6		100	7		25.29	4	
5	4	112	7		24.29	110	719	17	23.72	5	
6						136	2,143	330	153.99	6	
7										7	
8										8	
9										9	
10										10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	Total	N/A	386	51	132.89	N/A	3,242	469	144.68	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									2	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									14	35
36	Track—miles of welded rail installed on system this year									66 : total to date 2,592	36

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	140	5			1
2	136	942			2
3	133	39			3
4	132	29			4
5	131	22			5
6	119	31			6
7	115	1,221			7
8	112	954			8
9	110	75			9
10	100	725			10
11	90	537			11
12	89	9			12
13	85	159			13
14	80	83			14
15	77.5	35			15
16	75	5			16
17	72	134			17
18	70	6			18
19	65	2			19
20	60	4			20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	5,017			48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail—miles) (f)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (j)	
		Crossties (b)	Switch and Bridge ties (board feet) (c)	Crossties (d)	Switch and Bridge ties (board feet) (e)						
1	A	121,978	350,688	3.81	8.64	88.1	4.29	122,912	860	83.7	1
2	B	420,448	543,063	9.09	7.78	182.7	5.88	352,697	1,047	67.4	2
3	C	72,837	288,375	1.39	6.80	34.4	0.98	103,357	332	18.8	3
4	D	3,661	123,688	0.10	3.15	10.2	0.41	10,067	292	23.2	4
5	E	13,575	304,375	0.27	0.85	18.5	0.52	84,710	30	1.7	5
6	TOTAL	632,499	1,610,189	2.88	3.10	333.9	2.26	673,743	2,561	34.7	6
7	F	251	4,125	0.67	14.16	0.2	0.83	1,105	4	33.3	7
8	Potential abandonments	1,259	27,438	0.26	3.98	2.0	0.62	857			8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service	Diesel		Line No.
		(a)	Diesel oil (gallons) (b)	
1	Freight		84,008,143	1
2	Passenger		8,921,871	2
3	Yard switching		5,868,186	3
4	TOTAL		98,798,200	4
5	COST OF FUEL \$(000)		62,622	5
6	Work Train		18,222	6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is the movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles & 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 4-10, 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 miles basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.
- (K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 lbs). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.
- (M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.
- (O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for Railway Commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives which engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroads' expense. (Performed at railroads' expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc., when a tariff provision requires the shipper-motor carrier, etc., and not the railroad to perform that service. Note. the count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad Cars refers to freight cars owned by other railroads, whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the code of car hire rules.

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	5,211	156	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	2,268,754	XXXXXX	2
3		2-02 Way Trains	880,389	XXXXXX	3
4		2-03 Through Trains	8,658,351	22,273,403	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	11,807,494	22,273,403	5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	11,807,494	22,273,403	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	4,693,867	XXXXXX	8
9		3-02 Way Trains	1,472,000	XXXXXX	9
10		3-03 Through Trains	21,727,253	2,294,215	10
11		3-04 TOTAL (lines 8-10)	27,893,120	2,294,215	11
12		3-11 Train Switching (F)	17,330	XXXXXX	12
13		3-21 Yard Switching (G)	4,630,050	64,518	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	32,540,500	2,358,733	14
		4. Freight Car - Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box - Plain 40 - Foot		XXXXXX	15
16		4-011 Box - Plain 50 - Foot and Longer	8,780	XXXXXX	16
17		4-012 Box - Equipped	17,407	XXXXXX	17
18		4-013 Gondola - Plain	10,455	XXXXXX	18
19		4-014 Gondola - Equipped	7,119	XXXXXX	19
20		4-015 Hopper - Covered	61,630	XXXXXX	20
21		4-016 Hopper - Open Top - General Service	29,249	XXXXXX	21
22		4-017 Hopper - Open Top - Special Service	6,892	XXXXXX	22
23		4-018 Refrigerator - Mechanical	7,688	XXXXXX	23
24		4-019 Refrigerator - Non - Mechanical	6,443	XXXXXX	24
25		4-020 Flat - TOFC/COFC	8,160	XXXXXX	25
26		4-021 Flat - Multi - Level	4,494	XXXXXX	26
27		4-022 Flat - General Service	172	XXXXXX	27
28		4-023 Flat - All Other	7,853	XXXXXX	28
29		4-024 All Other Car Types - Total	7	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	176,349	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot		XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	7,081	XXXXXX	32
33		4-112 Box-Equipped	13,986	XXXXXX	33
34		4-113 Gondola-Plain	7,918	XXXXXX	34
35		4-114 Gondola Equipped	6,649	XXXXXX	35
36		4-115 Hopper-Covered	59,916	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	29,923	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	6,662	XXXXXX	38
39		4-118 Refrigerator-Mechanical	7,067	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	4,647	XXXXXX	40
41		4-120 Flat-TOFC/COFC	819	XXXXXX	41
42		4-121 Flat-Multi-level	2,232	XXXXXX	42
43		4-122 Flat-General Service	134	XXXXXX	43
44		4-123 Flat-All Other	7,361	XXXXXX	44
45		4-124 All Other Car Types	26	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	154,421	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	1,667	XXXXXX	48
49		4-132 Box-Equipped	29	XXXXXX	49
50		4-133 Gondola-Plain	169	XXXXXX	50
51		4-134 Gondola-Equipped	9	XXXXXX	51
52		4-135 Hopper-Covered	23,877	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	988	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service		XXXXXX	54
55		4-138 Refrigerator-Mechanical	65	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	1,097	XXXXXX	56
57		4-140 Flat-TOFC/COFC	13,785	XXXXXX	57
58		4-141 Flat-Multi-level	36,331	XXXXXX	58
59		4-142 Flat-General Service	10	XXXXXX	59
60		4-143 Flat-All Other	4,771	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	4,967	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	5,710	XXXXXX	62
63		4-146 All Other Car Types	17	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	93,492	XXXXXX	64

755. RAILROAD OPERATING STATISTICS – Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars – Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box – Plain 40 – Foot		XXXXXX	65
66		4-151 Box – Plain 50 – Foot and Longer	426	XXXXXX	66
67		4-152 Box – Equipped	27	XXXXXX	67
68		4-153 Gondola – Plain	263	XXXXXX	68
69		4-154 Gondola – Equipped	11	XXXXXX	69
70		4-155 Hopper – Covered	23,571	XXXXXX	70
71		4-156 Hopper – Open Top – General Service	1,079	XXXXXX	71
72		4-157 Hopper – Open Top – Special Service	86	XXXXXX	72
73		4-158 Refrigerator – Mechanical	65	XXXXXX	73
74		4-159 Refrigerator – Non – Mechanical	1,126	XXXXXX	74
75		4-160 Flat – TOFC/COFC	2,847	XXXXXX	75
76		4-161 Flat – Multi – level	16,245	XXXXXX	76
77		4-162 Flat – General Service	12	XXXXXX	77
78		4-163 Flat – All Other	4,866	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	5,547	XXXXXX	79
80		4-165 Tank – 22,000 Gallons and Over	6,148	XXXXXX	80
81		4-166 All Other Car Types	18	XXXXXX	81
82		4-167 TOTAL (lines 65 – 81)	62,337	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car – Miles	17,061	XXXXXX	83
84		4-18 No Payment Car – Miles (1) ¹	290,516	XXXXXX	84
		4-19 Total Car – Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit – Trains	246,368	XXXXXX	85
86		4-192 Way – Trains	24,633	XXXXXX	86
87		4-193 Through Trains	523,175	XXXXXX	87
88		4-194 TOTAL (lines 85 – 87)	794,176	XXXXXX	88
89		4-20 Caboose Miles	182	XXXXXX	89

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

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	4,919,254	300,512	98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	19,444,280	XXXXXX	99
100		6-021 Way Trains	1,731,934	XXXXXX	100
101		6-022 Through Trains	44,922,517	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose		924,993	102
103		6-04 Non-Revenue	1,117,262	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	72,135,247	1,225,505	104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	117,192	XXXXXX	105
106		7-02 Non-Revenue	1,730	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	118,922	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	37,198,767	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	37,198,767	XXXXXX	110
111		8-04 Non-Revenue-Road Service	539,925	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	539,925	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	37,738,692	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	962,045	XXXXXX	115
116		9-02 Train Switching	4,502	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	575,769	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	668	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	357,921	XXXXXX	120
121		12-02 Way Trains	346,357	XXXXXX	121
122		12-03 Through Trains	1,460,855	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trlrs & Cntnrs Lded & Unlded (Q)	482,091	XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unlded	132,523	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered	149	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore	7,063,951	XXXXXX	127
128		16-03 Marine Terminals-Other	424,378	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	7,488,329	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	5,553	XXXXXX	130
131		17-02 Unserviceable	8	XXXXXX	131
132		17-03 Surplus	403	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	5,964	XXXXXX	133

VERIFICATION

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

OATH

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

State of ILLINOIS

County of COOK

F. G. BITTER
(insert here name of the affiant)

SENIOR VICE PRESIDENT-
FINANCE AND ACCOUNTING
(insert here the official title of the affiant)

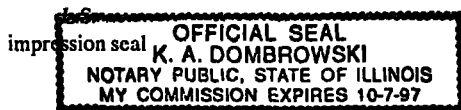
of CHICAGO AND NORTH WESTERN RAILWAY COMPANY AND LESSOR SUBSIDIARIES
(insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including JANUARY 1, 1994 to and including DECEMBER 31, 1994

(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 29th day of March, 19 95. My commission expires 10-7-97

Use an



(signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of _____

County of _____

(insert here name of the affiant)

makes oath and says that he is _____

(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)

**MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE**

[illegible]

CORRECTIONS

[illegible]

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