

R-1 1969 GREAT NORTHERN RAILWAY COMPANY 1 of 3

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**Railroad
Annual Report Form A**

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

Budget Bureau No. 60-R098.21

**FINAL REPORT
ANNUAL REPORT**

OF

GREAT NORTHERN RAILWAY COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1969

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

(Name) J. A. Tauer (Title) Vice President and Controller

(Telephone number) 612 224-5588
(Area code) (Telephone number)

(Office address) Room 850 Burlington Northern Building
176 East Fifth Street, St. Paul, Minnesota 55101
(Street and number, city, State, and ZIP code)

NOTICE

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

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

(2) Said annual reports shall contain all the required information for the period of twelve months ending on the 31st day of December in each year, unless the Commission shall specify a different date, and shall be made out under oath and filed with the Commission at its office in Washington within three months after the close of the year for which report is made, unless additional time be granted in any case by the Commission.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Switching and terminal companies are further classified as:

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

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

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

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

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

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

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

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

Schedules restricted to Switching and Terminal Companies		Schedules restricted to other than Switching and Terminal Companies	
Schedule.....	414	Schedule.....	411
".....	415	".....	412
".....	532		

FOR INDEX SEE BACK OF BOOK

SPECIAL NOTICE

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

Pages 220, 221, and 222: Schedule 211. Road and Equipment Property

Provisions made for reporting Leased property capitalized rentals, and Other investments; instructions added for these items.

Page 224: Schedule 211B. Depreciation Base and Rates—Road and Equipment Owned and Used and Leased from Others

Instructions amended to clarify reporting of data applicable to improvements on leased property.

Page 230A: Schedule 211N-2. Investment in Railway Property Used in Transportation Service

Instructions revised to specify reporting of investments by primary accounts.

Page 239: Schedule 220. Interest on Income Bonds

Instruction added to clarify reporting maximum extent of unpaid interest.

Page 319: Schedule 376. Hire of Freight Cars

Provision made for reporting of TOFC flat cars.

Page 405: Schedule 417. Inventory of Equipment

Car type codes revised to reflect new AAR car type codes effective January 1, 1969.

Page 411: Schedule 421. Highway Motor Vehicle Operations

Schedule transferred from page 414.

Page 414: Schedule 422. Highway Motor Vehicle Enterprises in which the Respondent Had a Direct or Indirect Interest During the Year

Schedule transferred from page 415.

Page 415: Schedule 510. Grade Crossings—A-Railroad With Railroad

This portion of schedule transferred from page 500.

Page 500: Schedule 510. Grade Crossings—Continued—B-Highway With Railroad

This portion of schedule revised to provide additional information.

Page 503: Schedule 511. Grade Separations, Highway With Railroad

This is a new schedule provided for reporting of types and numbers of highway—railroad grade separations.

101. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 or 5 on this page have taken place during the year covered by this report, they should be explained in detail on page 530.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification" (p. 533). If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision.

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

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

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

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

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

1. Exact name of common carrier making this report Great Northern Railway Company
Incorporated March 1, 1856, as "Minneapolis, and St. Cloud Railroad Company"
 2. Date of incorporation Name changed September 18, 1889, to "Great Northern Railway Company"
 3. Under laws of what Government, State, or Territory organized? If more than one, name all. Give specific reference to each charter or statute and all amendments thereof, effected during the year. If previously effected, show the year(s) of the report(s) setting forth details. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees.

Minnesota

No change during year

Previously effected statutes shown in Report for the Year 1947

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

Not Applicable

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

Not Applicable

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

7. Class of switching and terminal company Not a Switching or Terminal Company
 [See section No. 7 on inside of front cover]

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

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

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

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

102. DIRECTORS

Line No.	Name of director (a)	Office address (b)	Date of beginning of term (c)	Date of expiration of term (d)	Number of voting shares actually or beneficially owned (e)	Remarks (f)
1	Royal D. Alworth, Jr.	Duluth, Minn.	5-11-67	5-14-70	3,900	*or until his
2	John M. Budd	St. Paul, Minn.	5-11-67	5-14-70	6,700	successor has
3	Thomas L. Daniels	Minneapolis, Minn.	5-11-67	5-14-70	300	been elected and
4	J. Howard Laerli	New York, N. Y.	5-11-67	5-14-70	100	qualified.
5						
6	F. Peavey Heffelfinger	Minneapolis, Minn.	5- 9-68	5-13-71	220	
7	Ronald M. Hubbs	St. Paul, Minn.	5- 9-68	5-13-71	100	
8	Grant Keehn	New York, N. Y.	5- 9-68	5-13-71	400	
9	Philip H. Nason	St. Paul, Minn.	5- 9-68	5-13-71	100	
10						
11	John S. Dalrymple, Jr.	Casselton, N. D.	5- 8-69	5-11-72	700	
12	William H. Lang	St. Paul, Minn.	5- 8-69	5-11-72	700	
13	Frederick K. Weyerhaeuser	St. Paul, Minn.	5- 8-69	5-11-72	200	
14	Robert B. Wilson	Portland, Oregon	5- 8-69	5-11-72	300	
15						
16						
17						
18						
19						
20						

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

Chairman of board None Secretary (or clerk) of board R. M. O'Kelly

22. Name the members of the executive committee of the Board of Directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee:

Messrs: J. M. Budd, Thomas L. Daniels, F. Peavey Heffelfinger, Ronald M. Hubbs, William H. Lang, Philip H. Nason and F. K. Weyerhaeuser. During the intervals between the meetings of the Board of Directors, the Executive Committee, unless otherwise ordered by and subject to the Board, shall possess and may exercise all the powers of the Board of Directors in the management and control of the property, business and affairs of the company. (Par. First Sec. 2 ART. III of the By-Laws.)

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

Line No.	Title of general officer (a)	Department or departments over which jurisdiction is exercised (b)	Name of person holding office at close of year (c)	Number of voting shares actually or beneficially owned (d)	Office address (e)
GENERAL OFFICERS OF CORPORATION					
31	President	Executive	J. M. Budd	6,700	St. Paul, Minn.
32	Exec. Vice Pres.	Executive	R. W. Downing	2,130	St. Paul, Minn.
33	Vice President	Executive	C. A. Eckart	1,000	Seattle, Wash.
34	Vice Pres. & Gen. Counsel	Law	Anthony Kane	450	St. Paul, Minn.
35	V.P.-Operating	Operating	J. L. Robson	1,250	St. Paul, Minn.
36	V.P.-Marketing	Marketing	M. M. Scanlan	110	St. Paul, Minn.
37	V.P. & Comptroller	Accounting	J. A. Tauer	500	St. Paul, Minn.
38	V.P.-Labor Rel.	Labor Relations	T. C. DeButts	161	St. Paul, Minn.
39	V.P.-Administration	Executive	T. J. Lamphier	235	St. Paul, Minn.
40	Secy. & Treasurer	Treasury	R. M. O'Kelly	-0-	St. Paul, Minn.
41					
42					
43					
44					
45					
46					
47					
48					
49					

1. In schedule No. 104A should be entered the names of all corporations which are controlled either solely or jointly by the respondent carrier, except corporations controlled through title to securities. Enter in column (a), schedule 104B, the names of all corporations indirectly controlled by respondent through one or more intermediaries, whether the intermediary (1) is required to file annual reports with this Commission, or (2) controls the corporation listed in column (a) through ownership of its securities or by any other direct or indirect means. Schedule 205, on pages 210, 211, 212, and 213, provides for corporations controlled by respondent through title to securities.

2. By "control" is meant ability to determine the action of a corporation. Attention is specifically directed to Section 1 (3) (b) of Part I of the Interstate Commerce Act which provides that, "For the purposes of sections 5, 12 (1), 20, 204 (a) (7), 210, 220, 304 (b), 310, and 313 of this Act, where reference is made to control (in referring to a relationship between any person or persons and another person or persons), such reference shall be construed to include actual as well as legal control, whether maintained or exercised through or by reason of the method of or circumstances surrounding organization or operation, through or by common directors, officers, or stockholders, a voting trust or trusts, a holding or investment company or

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

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

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

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

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

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

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

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

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

est of respondent corporation in the controlled corporation.

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

8. Corporations should be grouped in the following order:

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

9. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises. All other corporations are to be regarded as active.

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

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

104B. CORPORATIONS INDIRECTLY CONTROLLED BY RESPONDENT

Line No.	Name of corporation controlled (a)	CHARACTER OF CONTROL				Name of intermediary through which indirect control exists (f)
		Sole or joint (b)	Other parties, if any, to joint agreement for control (c)	How established (d)	Extent (e)	
21						
22						
23			None			
24						
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						
35						
36						

108. CORPORATE CONTROL OVER RESPONDENT *

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

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

(b) The name of the controlling corporation or corporations

(c) The manner in which control was established

(d) The extent of control

(e) Whether control was direct or indirect

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

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

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

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

(c) The purpose of the trust

108A. STOCKHOLDERS REPORTS

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

Check appropriate box:

☐ Two copies are attached to this report.

☒ Two copies will be submitted by April 15, 1970 - Burlington Northern Inc. Annual Report to
(date) Stockholders and Supplement thereto which

☐ No annual report to stockholders is prepared.

includes separate Great Northern Railway
Company statements.

109. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ no par. per share; first preferred, \$ none per share; second preferred, \$ none per share; debenture stock, \$ none 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 stock? No If so, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? 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 Books do not close. The Board of Directors fixed Oct. 10, 1969 as the record date for the determination of stockholders entitled to dividend payable November 1, 1969.
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. 6,161,686 votes, as of October 10, 1969 (Date) 42,233 stockholders.
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 42,233 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements give, as supplemental information on page 202, the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.*

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			
				STOCKS			Other securities with voting power
				Common	Second	First	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	Cudd & Co.	New York, N. Y.	361,808	361,808			
2	Merrill Lynch, Pierce, Fenner & Smith, Inc.	New York, N. Y.	189,382	189,382			
3	Donaldson, Lutkin & Jenretta	New York, N. Y.	124,300	124,300			
4	Equit. Life Assur. Society	New York, N. Y.	100,000	100,000			
5	Hirs & Harney	Wilmington, Del.	100,000	100,000			
6	Edal & Co.	Boston, Mass.	90,100	90,100			
7	Brack & Co.	St. Paul, Minn.	68,136	68,136			
8	Bruch & Co.	Minneapolis, Minn.	67,004	67,004			
9	Lerche & Co.	New York, N. Y.	50,700	50,700			
10	Sigler & Co.	New York, N. Y.	39,235	39,235			
11	O'Neill & Co.	New York, N. Y.	38,600	38,600			
12	Emseg & Co.	Minneapolis, Minn.	36,195	36,195			
13	Ins. Co. of No. America	Philadelphia, Pa.	29,700	29,700			
14	Paine, Webber, Jackson & Curtis	New York, N. Y.	26,795	26,795			
15	Bache & Co., Inc.	New York, N. Y.	26,682	26,682			
16	Douglass & Co.	New York, N. Y.	26,500	26,500			
17	E. F. Hutton & Co., Inc.	New York, N. Y.	23,449	23,449			
18	Pershing & Co.	New York, N. Y.	23,337	23,337			
19	Dean Witter & Co., Inc.	New York, N. Y.	23,029	23,029			
20	West Publishing Company	St. Paul, Minn.	22,000	22,000			
21	Harris Upham & Co., Inc.	New York, N. Y.	21,573	21,573			
22	Loeb Rhoades & Co.	New York, N. Y.	20,998	20,998			
23	C. A. England & Co.	New York, N. Y.	20,955	20,955			
24	Steere & Co.	Philadelphia, Pa.	20,586	20,586			
25	Firjer & Co.	Jersey City, N. J.	20,500	20,500			
26	Dominick & Dominick Inc.	New York, N. Y.	20,150	20,150			
27	Metropolitan Life Ins. Co.	New York, N. Y.	20,000	20,000			
28	King & Co.	New York, N. Y.	17,466	17,466			
29	Tram & Co.	Dallas, Texas	17,000	17,000			
30	Francis I. DuPont & Co.	New York, N. Y.	16,753	16,753			

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 5,330,684 votes cast.
11. Give the date of such meeting May 8, 1969
12. Give the place of such meeting St. Paul, Minnesota

110. GUARANTIES AND SURETYSHIPS

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

during the year, the particulars called for hereunder.

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

Line No.	Names of all parties principally and primarily liable (a)	Finance Docket number, title, maturity date and concise description of agreement or obligation (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)
1	St. Paul Union Depot Company	F.D. 13437 - First and Refunding	\$ 8,573,000	Joint
2	G.N. C. & N.W.	Mortgage Bonds - Series B, 3-1/8% due		and
3	C.M.St.P. & P. C.R.I. & P.	October 1, 1971. Payment of the		Several
4	C.B. & Q. N.P.	principal and interest guaranteed by		
5	C.G.W. Soo Line	endorsements upon the bonds.		
6				
7	Spokane, Portland and Seattle	F.D. No. 19703 - Equipment Trust of 1957	615,000	Joint
8	Railway Company	3-3/4% Serial Equipment Trust Certifi-		and
9	G.N.	cates due April 1, 1972		Several
10	N.P.	Payment of the principal and interest		
11		guaranteed by endorsement upon the		
12		certificates.		
13				
14	Portal Pipe Line Company	Through - Put Agreement - Two proprietors	9,319,000	Joint
15	G.N.	have an equal, but several obligation to		and
16	Hunt Oil Company	provide shipments of petroleum sufficient		Several
17		to enable the Pipe Line Co. to satisfy		
18		all of its expenses, liabilities and debt		
19		obligations. If a deficiency occurs each		
20		of the two proprietors must advance funds		
21		to cover the deficiency based on ship-		
22		ments it provided, therefore, the respon-		
23		dents proportion of the amount shown in		
24		column (c) is not presently determinable.		
25				
26	Trailer Train Company	Various equipment purchase obligations.	56,190,000	Joint
27	G.N. and 36 other companies	Payment of principal and interest thereon		and
28		guaranteed by the Great Northern Railway		Several
29		Company and 36 other companies. The		
30		respondent's proportion thereof is		
31		represented by 2-90/205% of \$56,190,000		
32		or \$1,370,474.		
33				
34				
35				
36				
37				
38				

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount of contingent liability of guarantors (c)	Sole or joint contingent liability (d)
41				
42				
43				
44				
45				
46	None			
47				
48				
49				
50				
51				

200A. COMPARATIVE GENERAL BALANCE SHEET—ASSETS

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

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

Line No.	Balance at beginning of year (a)			Account or item (b)	Balance at close of year (c)		
CURRENT ASSETS							
1	\$	592	627	(701) Cash	\$	(1	524 994)
2	61	833	941	(702) Temporary cash investments (p. 203)	56	942	638
3		487	651	(703) Special deposits (p. 203)		490	008
4				(704) Loans and notes receivable (p. 203)		76	943
5	3	524	661	(705) Traffic and car-service balances—Debit	3	057	607
6	6	765	951	(706) Net balance receivable from agents and conductors	8	720	379
7	5	889	552	(707) Miscellaneous accounts receivable	7	001	870
8		925	548	(708) Interest and dividends receivable		973	723
9	6	686	391	(709) Accrued accounts receivable (p. 203)	8	684	699
10		234	514	(710) Working fund advances		238	125
11		277	089	(711) Prepayments		375	020
12	18	396	299	(712) Material and supplies	18	727	538
13		256	877	(713) Other current assets (p. 203)		256	141
14	105	871	101	Total current assets	104	019	697
SPECIAL FUNDS							
				(b ₁) Total book assets at close of year	(b ₂) Respondent's own issues included in (b ₁)		
15				(715) Sinking funds (pp. 206 and 207)			
16	3	646	128	(716) Capital and other reserve funds (pp. 206 and 207)	630,158	—0—	630 158
17	2	236	602	(717) Insurance and other funds (pp. 206 and 207)	2,208,168	—0—	2 208 168
18	5	882	730	Total special funds			2 838 326
INVESTMENTS							
19	167	254	681	(721) Investments in affiliated companies (pp. 210, 211, 212 and 213)		163	799 313
20	7	879	779	(722) Other investments (pp. 214, 215, 216 and 217)		8	158 540
21				(723) Reserve for adjustment of investment in securities—Credit			
22	175	134	460	Total investments (accounts 721, 722 and 723)		171	957 853
PROPERTIES							
23	1,013	935	663	(731) Road and equipment property (pp. 220, 221 and 222)		1,010	790 017
24	x	x	x	Road	\$ 576 977 099	x	x
25	x	x	x	Equipment	432 070 604	x	x
26	x	x	x	General expenditures		x	x
27	x	x	x	Other elements of investment		x	x
28	x	x	x	Construction work in progress	1 742 314	x	x
29		322	028	(732) Improvements on leased property (pp. 220, 221 and 222)			322 028
30	x	x	x	Road	\$ 322 028	x	x
31	x	x	x	Equipment		x	x
32	x	x	x	General expenditures		x	x
33	1,014	257	691	Total transportation property (accounts 731 and 732)		1,011	112 045
34	(242	434	013)	(735) Accrued depreciation—Road and Equipment (pp. 226 and 226B)		(298	742 114)
35	(32	112	106)	(736) Amortization of defense projects—Road and Equipment (p. 227)		(30	009 085)
36	(274	546	119)	Recorded depreciation and amortization (accounts 735 and 736)		(328	751 199)
37	739	711	572	Total transportation property less recorded depreciation and amortization (line 33 less line 36)		682	360 846
38	17	753	669	(737) Miscellaneous physical property (pp. 230B and 231)		17	658 804
39	(1	491	574)	(738) Accrued depreciation—Miscellaneous physical property (pp. 230B and 231)		(1	491 574)
40	16	262	095	Miscellaneous physical property less recorded depreciation (account 737 less 738)		16	167 230
41	755	973	667	Total properties less recorded depreciation and amortization (line 37 plus line 40)		698	528 076
OTHER ASSETS AND DEFERRED CHARGES							
42		678	911	(741) Other assets (p. 232)			632 478
43	2	154	807	(742) Unamortized discount on long-term debt		2	059 997
44	7	728	721	(743) Other deferred charges (p. 232)		12	560 025
45	10	562	439	Total other assets and deferred charges		15	252 500
46	1,053	424	397	TOTAL ASSETS		992	596 452

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

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

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

in column (c). The entries in short column (b₁) should reflect total book liability at close of year. The entries in the short column (b₂) should be deducted from those in column (b₁) in order to obtain corresponding entries for column (c). All contra entries hereunder should be indicated in parentheses.

Line No.	Balance at beginning of year (a)			Account or Item (b)	Balance at close of year (c)		
CURRENT LIABILITIES							
47	\$			(751) Loans and notes payable (p. 242A)	\$		
48				(752) Traffic and car-service balances—Credit			
49	6	654	318	(753) Audited accounts and wages payable	5	754 095	
50	4	162	290	(754) Miscellaneous accounts payable	4	391 282	
51	3	108	690	(755) Interest matured unpaid	3	115 179	
52		89	303	(756) Dividends matured unpaid		93 497	
53	1	017	241	(757) Unmatured interest accrued	1	116 199	
54	4	620	402	(758) Unmatured dividends declared	4	621 265	
55	20	022	154	(759) Accrued accounts payable (p. 242A)	21	217 704	
56	6	935	092	(760) Federal income taxes accrued (p. 242B)	7	500 079	
57	9	120	812	(761) Other taxes accrued (p. 242B)	9	124 995	
58	3	436	055	(763) Other current liabilities (p. 242A)	4	831 176	
59	59	166	357	Total current liabilities (exclusive of long-term debt due within one year)	61	765 471	
LONG-TERM DEBT DUE WITHIN ONE YEAR							
	9,592	714		(764) Equipment obligations and other debt (pp. 234, 235, 236, and 237)	(b ₁) Total issued 9,393,777	(b ₂) Held by or for respondent —0—	
LONG-TERM DEBT DUE AFTER ONE YEAR							
61	179	706	900	(765) Funded debt unmatured	(b ₁) Total issued 179,423,276	(b ₂) Held by or for respondent —0—	
62	76	815	234	(766) Equipment obligations	75,967,717	—0—	
63				(767) Receivers' and Trustees' securities			
64				(768) Debt in default			
65				(769) Amounts payable to affiliated companies (p. 242)			
66	256	522	134	Total long-term debt due after one year		255 390 993	
RESERVES							
67	9	500	000	(771) Pension and welfare reserves		9 500 000	
68	2	060	000	(772) Insurance reserves		1 907 027	
69				(773) Equalization reserves			
70	2	142	457	(774) Casualty and other reserves (p. 243)		6 037 831	
71	13	702	457	Total reserves		17 444 858	
OTHER LIABILITIES AND DEFERRED CREDITS							
72				(781) Interest in default (p. 236)			
73	2	904	783	(782) Other liabilities (p. 243)		809 612	
74				(783) Unamortized premium on long-term debt			
75		344	894	(784) Other deferred credits (p. 243)		395 673	
76		148	801	(785) Accrued depreciation—Leased property (p. 226A)		155 092	
77	3	398	478	Total other liabilities and deferred credits		1 360 377	
SHAREHOLDERS' EQUITY							
Capital stock (Par or stated value)							
78	271	751	725	(791) Capital stock issued—Total	(b ₁) Total issued 274,028,150	(b ₂) Held by or for company 2,223,491	
79				Common stock (p. 245)	274,028,150	2,223,491	
80				Preferred stock (p. 245)			
81				(792) Stock liability for conversion (p. 246)			
82				(793) Discount on capital stock			
83	271	751	725	Total capital stock		271 804 659	
Capital surplus							
84				(794) Premiums and assessments on capital stock (p. 247)			
85	1	106	001	(795) Paid-in surplus (p. 247)		1 105 516	
86				(796) Other capital surplus (p. 247)			
87	1	106	001	Total capital surplus		1 105 516	
Retained income							
88	1	125	000	(797) Retained income—Appropriated (p. 247)		1 125 000	
89	437	059	531	(798) Retained income—Unappropriated (p. 302)		373 205 801	
90	438	184	531	Total retained income		374 330 801	
91	711	042	257	Total shareholders' equity		647 240 976	
92	1,053	424	397	TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		992 596 452	

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

COMPARATIVE GENERAL BALANCE SHEET—EXPLANATORY NOTES

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

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

(a) Estimated accumulated net reduction in Federal income taxes since December 31, 1949, because of accelerated amortization of emergency facilities in excess of recorded depreciation under section 168 (formerly section 124-A) of the Internal Revenue Code. \$ 17,956,954

(b) Estimated accumulated net reduction in Federal income taxes because of accelerated depreciation of facilities since December 31, 1953, under provisions of section 167 of the Internal Revenue Code and depreciation deductions resulting from the use of the guideline lives, since December 31, 1961, pursuant to Revenue Procedure 62-21 in excess of recorded depreciation. \$ 55,036,019

(c) Estimated accumulated net income tax reduction realized since December 31, 1961, because of the investment tax credit authorized in the Revenue Act of 1962 compared with the income taxes that would otherwise have been payable without such investment tax credit. \$ 15,184,247

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

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

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

Item	As recorded on books				Amount not recorded
	Amount in dispute	Account Nos.			
		Debit	Credit		
Per diem receivable	\$ 239,126	741		\$ NONE	
Per diem payable	164		741	NONE	
Net amount	\$ 238,962	xxxxxxx	xxxxxxx	\$ NONE	

4. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$ *1,123,000

5. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1, 1970. \$ NONE

*Under sinking fund provisions of respondent's General Mortgage Series N, O, P, and Q. Bonds respondent is required annually as of December 31st to appropriate (dependent on income for the respective year) this amount, presently, to be paid to the Trustee of the General Mortgage on July 1st in the subsequent year (See Schedule 305, page 302, line 7 for 1969 appropriation). In lieu of cash payment respondent delivers to the Trustee on or before that date a like par amount of General Mortgage Bonds (redeemed by cash prior to their maturity) for cancellation and the sinking fund requirement is satisfied. (See Schedule 305, page 302, line 3 for reflection of restoration of like amount appropriated as of December 31, 1968).

Respondent carried a service interruption policy with the Imperial Insurance Company, Limited, under which it will be entitled to \$192,000 daily indemnity for certain work stoppage losses. In the event such losses are sustained by other railroads holding similar policies, respondent may be obligated to pay the maximum amount of twenty times the daily indemnity.

Comparative General Balance Sheet - Explanatory Notes are continued on Page 208.

201. ITEMS IN SELECTED CURRENT ASSET ACCOUNTS

Give brief description for each item or class of items of like description in accounts Nos. 702, "Temporary cash investments"; 703, "Special deposits"; 704, "Loans and notes receivable"; 709, "Accrued accounts receivable"; and 713, "Other current assets," at the close of the year. Show description of the temporary cash investments, the names of depositaries for the special deposits, the character of loans and notes, with name of debtor (or class of debtors), dates of issue and maturity, and appropriate description for each class of accrued accounts receivable and for the other current assets. Show each item (or the aggregate of a

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

Line No.	Account No. (a)	Item (b)	Amount (c)		
			\$		
1	702	Temporary cash investments:			
2		Commercial Paper - Various dates	16	624	355
3		Federal Home Loan Banks Consolidated Notes - Various dates	7	001	250
4		Negotiable Certificates of Deposit - Various dates	8	800	000
5		U. S. Treasury Notes - Various dates	8	008	372
6		Miscellaneous Certificates of Deposit and Savings Certificates - Various dates	1	455	000
7		Federal Land Banks - Various dates	4	400	688
8		Federal Intermediate Credit Banks - Various dates		600	000
9		Federal National Mortgage Association - Various dates	9	900	000
10		Other (See Note below)		152	973
11		Total Account 702	56	942	638
12					
13	703	Special deposits:			
14		The First National City Bank of New York			
15		Principal and interest due January 1, 1970 on:			
16		G. N. Ry. Equipment Trust of 1966	182	674	
17		G. N. Ry. Second Equipment Trust of 1967	134	695	
18		The Chase Manhattan Bank - Dividend Account	104	733	
19		Other items, each less than \$100,000		67	906
20		Total Account 703		490	008
21					
22	709	Accrued accounts receivable:			
23		Amounts due from foreign lines	6	919	834
24		Construction expenditures collectible		367	201
25		Unreported freight revenue - Local	1	077	677
26		Ties purchased for U. S. Government		130	031
27		Other items, each less than \$100,000		189	956
28		Total Account 709	8	684	699
29					
30					
31					
32		NOTE:			
33		The cost of a wreck at Marysville, Washington was charged to the			
34		Insurance Reserve Account. To avoid liquidating investments in			
35		Account 717 the estimated cost of the wreck was transferred from			
36		Account 717 to Account 702 as a "Constructive Advance" and will			
37		be returned to Account 717 over an 18 month period. The amount			
38		of \$152,973 will also appear in Schedule 206 col. (i) as a			
39		reduction of our investments in Account 717.			
40					
41					
42					
43					
44					
45					

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

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

respondent's records; the kind of fund, such as sinking, capital, property insurance, pension, and relief; the rate of interest (if any); and the date of maturity

In column (b) give the name by which the fund is designated in the

Insert totals separately for each account. Such totals of columns (g)

Line No.	Account No.	Name, kind, and purpose of fund	Name of trustee or depository	Balance at beginning of year—Book value		
	(a)	(b)	(c)	(d)		
				\$		
1	716	Deposits in lieu of mortgaged property sold:				
2						
3		For deposit of proceeds from sale	The First National City			
4		of mortgaged property	Bank, Trustee	271	128	
5						
6						
7		Deposit of proceeds from sale of				
8		certificates under Great Northern				
9		Railway Third Equipment Trust of				
10		1968. To be applied to the acquisi-	The First National City			
11		tion of certain new equipment	Bank, Trustee	3	375	000
12						
13						
14		Unapplied proceeds from sale of long-term obligations:				
15		Deposit of proceeds from sale of				
16		certificates under Great Northern				
17		Railway First Equipment Trust of				
18		1969, to be applied to the acqui-	The First National City			
19		sition of certain new equipment	Bank, Trustee			
20						
21						
22						
23						
24		Total Account 716		3	646	128
25						
26						
27		Insurance and other funds:				
28		Insurance fund	The First National Bank of St. Paul	2	060	000
29		Insurance deposit	Barclay's Bank, DCO, Nassau, Bahamas	176	602	
30						
31		Total Account 717		2	236	602
32						
33						
34						
35						
36						
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38						
39						
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41						
42						
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48						
49						
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51						
52						
53						
			TOTAL	5	882	730

Comparative General Balance Sheet - Explanatory Notes - Concluded

At December 31, 1969, there were 6,161,686 shares of common capital stock outstanding in the hands of the public (not including 41 shares reserved for conversion of fractional scrip outstanding) and 47,230 shares held by or for the respondent. Of the shares held by or for the respondent, 11,266 shares are held against unexercised options granted to officers and key employees under a restricted stock option plan approved February 6, 1952, in Finance Docket No. 17570, as amended by supplemental order dated May 6, 1954, of which shares are optioned as follows:

	Shares for which options were unexercised at December 31, 1969	Option Price Per Share	Options for Shares Exercisable as of December 31, 1969
	5,321	\$43.125	5,321
	3,885	45.125	3,885
	<u>2,060</u>	<u>40.875</u>	<u>2,060</u>
Totals	<u>11,266</u>		<u>11,266</u>

In each case the option price has been fixed at 100% of the market value at the time the options were granted, and each warrant is for a period of ten years.

The Company has a noncontributory pension plan which provides pension and supplemental retirement benefits to substantially all regular salaried employees. The Company's policy is to fund pension cost accrued. The provision for pension costs for the year was \$1,136,033. The pension fund together with the balance sheet reserve exceeds the actuarially computed value of vested benefits.

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 205 AND 206

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

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

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

(A) Stocks:

- (1) Carriers—active.
- (2) Carriers—inactive.
- (3) Noncarriers—active.
- (4) Noncarriers—inactive.

(B) Bonds (including U. S. Government Bonds):

(C) Other secured obligations:

(D) Unsecured notes:

(E) Investment advances:

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

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

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

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

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

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

NOTES REGARDING RETURNS IN SCHEDULE 205, PAGE 210:

(a) - Pledged under Great Northern Ry. Co. General Bond Mortgage.

(b) - Restricted as to disposition by agreement dated February 16, 1911, between Great Northern Ry. Co., Northern Pacific Ry. Co., and Spokane, Portland and Seattle Ry. Co. of which \$19,997,500 is deposited with the Hanover Bank under escrow agreement dated February 16, 1911, and \$2,500 held in treasury of respondent.

Lines 1, 3, 5 & 14 Control joint with Northern Pacific Ry. Co.

Line 2 Control joint with Alaska Trainship Corp., C.M.St.P. & P. RR Co., N.P. Ry. Co., and S. I. RR Co.

Line 4 Control joint with Northern Pacific Ry. Co., Chicago & North Western Ry. Co., and Soo Line R.R. Co.

Line 7 Control joint with N.P. Ry. Co., C.M.St.P. & P. R.R. Co., C. & N.W. Ry. Co., C.R.I. & E. Ry. Co., C.B. & Q. R.R. Co., Soo Line R.R. Co., and C.G.W. Ry. Co.

Line 8 Control joint with Southern Pacific Company

Lines 11 & 12 Various railroad companies

Line 13 Control joint with N.P. Ry. Co., C.M.St.P. & P. R.R. Co., C. & N.W. Ry. Co., C.R.I. & P. Ry. Co., C.B. & Q. R.R. Co., Soo Line R.R. Co., and C.G.W. Ry. Co.

Line 16 Control joint with 36 other companies

205. INVESTMENTS IN AFFILIATED COMPANIES

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

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 209, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise

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

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

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and description of security held; also lien reference if any	Extent of control	INVESTMENTS AT CLOSE OF YEAR					
						PAR VALUE OF AMOUNT HELD AT CLOSE OF YEAR					
						Pledged		Unpledged		In sinking, insurance, and other funds	Total par value
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	721	A-1	VII	Cho., Burl. & Quincy RR Co. (a)	48.59	\$ 82 933 700	\$ 84 200			\$ 83 017 900	
2			VII	Delta Alaska Terminal, Ltd.	60.		shs 900			shs 900	
3			VII	G.N. Pacific & Burl. Lines, Inc.	50.		shs 100			shs 100	
4			VII	Lake Supr. Term. & Tfr. Ry. Co. (a)	33.33	167 800	2 000			169 800	
5			VII	Midland Ry. Co. of Man., The	50.		2 400 000			2 400 000	
6			VII	Mpls., Anoka & Cuyuna Rge. RR Co.	100.		shs 395			shs 395	
7			VII	Minn. Transfer Ry. Co., The (a)	11.11	91 300				91 300	
8			VII	Oregon, Calif. & Eastern Ry. Co.	50.		300 000			300 000	
9			VII	Pacific Coast R.R. Co.	100.		1 000 000			1 000 000	
10			VII	Portal Pipe Line Co.	50.		875 000			875 000	
11			VII	Pullman Co.	1.46		106 950			106 950	
12			VII	Railway Express Agency, Inc.	1.5						
13			VII	St. Paul Union Depot Co., The (a)	12.5	103 600				103 600	
14			VII	Spok., Port. & Seattle Ry. Co. (b)	50.	20 000 000				20 000 000	
15			VII	Superior Transfer Co.	100.		35 000			35 000	
16			VII	Trailer Train Co.	2.4		shs 500			shs 500	
17			VII	Western Fruit Express Co.	100.		6 800 000			6 800 000	
18						103 296 400	11 603 150			114 899 550	
19											
20		A-3	X	Glacier Park Co.	100.		1 500 000			1 500 000	
21				Total Class A-3			1 500 000			1 500 000	
22											
23		B-1	VII	Spok., Port. & Seattle Ry. Co. 3-171	50.		21 355 000			21 355 000	
24				Total Class B-1			21 355 000			21 355 000	
25											
26		D-1	VII	Railway Express Agency, Inc.			433 733			433 733	
27			VII	Superior Transfer Co.			5 000			5 000	
28			VII	Trailer Train Co.			386 000			386 000	
29				Total Class D-1			824 733			824 733	
30											
31		E-1	VII	Delta Alaska Terminal, Ltd.							
32			VII	G.N. Pacific & Burl. Lines, Inc.							
33			VII	Lake Supr. Term. & Tfr. Ry. Co.							
34			VII	Midland Ry. Co. of Man., The							
35			VII	Minn. Transfer Ry. Co., The							
36			VII	Oregon, Calif. & Eastern Ry. Co.							
37			VII	St. Paul Union Depot Co., The							
38			VII	Superior Transfer Co.							
39				Total Class E-1							
40											
41		E-3	X	Glacier Park Co.							
42				Total Class E-3							
43											
44				For "Notes" regarding Schedule 205, see page 209							
45											
46											
47											
48											
49				Grand Total Account 721		103 296 400	35 282 883			138 579 283	

205. INVESTMENTS IN AFFILIATED COMPANIES—Continued

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

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

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

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

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

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

INVESTMENTS AT CLOSE OF YEAR			INVESTMENTS MADE DURING YEAR			INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR						DIVIDENDS OR INTEREST DURING YEAR			Line No.									
Total book value			Par value			Book value			Par value			Book value				Selling price			Rate	Amount credited to income				
(j)			(k)			(l)			(m)			(n)				(o)			(p)	(q)				
\$			\$			\$			\$			\$				\$			%	\$				
109	245	456																\$7.50	6	226	343	1		
	5	400																				2		
		500																				3		
	159	800																				4		
2	400	000																				5		
	80	657																				6		
	91	300																				7		
	319	801																				8		
1	700	000																\$20.00		200	000	9		
	875	000																\$7.00		61	250	10		
	299	460																				11		
												1	500									12		
	130	475																\$4.00		4	144	13		
20	000	000																				14		
	31	734																				15		
	123	395																				16		
6	800	000																\$7.50		510	000	17		
142	272	978																		7	001	737	18	
																							19	
1	500	000																					20	
1	500	000																					21	
																							22	
14	948	500																4		854	200	23		
14	948	500																		854	200	24		
																							25	
	433	733																5		21	687	26		
	5	000																					27	
	386	000																6		26	739	28		
	824	733																		48	426	29		
																							30	
	170	000																5		9	542	31		
		500																					32	
	141	044																4		6	342	33		
	12	500																5		1	042	34		
	322	184																3		4	298	35		
	954	462																					36	
	232	944																3-1/8		5	240	37		
	43	979																					38	
1	877	613																			26	464	39	
																							40	
2	375	489																4-1/4		17	522	41		
2	375	489																			17	522	42	
																							43	
																							44	
																							45	
																							46	
																							47	
																							48	
163	799	313																			7	948	349	49

205. INVESTMENTS IN AFFILIATED COMPANIES—Continued

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and description of security held; also lien reference, if any	Extent of control	INVESTMENTS AT CLOSE OF YEAR									
						PAR VALUE OF AMOUNT HELD AT CLOSE OF YEAR									
						Pledged		Unpledged		In sinking, insurance, and other funds		Total par value			
	(a)	(b)	(c)	(d)	(e)										
50					%	\$		\$		\$		\$			
51															
52															
53															
54															
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205. INVESTMENTS IN AFFILIATED COMPANIES—Concluded

INVESTMENTS AT CLOSE OF YEAR			INVESTMENTS MADE DURING YEAR			INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR						DIVIDENDS OR INTEREST DURING YEAR			Line No.					
Total book value			Par value			Book value			Selling price			Rate	Amount credited to income							
(j)			(k)			(l)			(m)			(n)				(o)	(p)	(q)		
\$			\$			\$			\$			\$			\$	%	\$			
																				50
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206. OTHER INVESTMENTS

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

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

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

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19..... to 19....." In making entries in this column, abbreviations

Line No.	Account No.	Class No.	Kind of Industry	Name of issuing company or government and description of security held; also lien reference, if any	INVESTMENTS AT CLOSE OF YEAR										
					PAR VALUE OF AMOUNT HELD AT CLOSE OF YEAR										
					Pledged (e)	Unpledged (f)		In sinking, insurance, and other funds (g)		Total par value (h)					
(a)	(b)	(c)	(d)			\$		\$		\$					
1	716	C-3	IX	U.S.Treasury Bills, various maturities			\$		\$		\$				
2															
3	722	A-1	VII	Western Pacific Railroad Co., -Common			shs	183	750			shs	183	750	
4		A-3	VI	Wenoka Credit Corp., Preferred				14	260				14	260	
5				Central Area Co-op.of Seattle, Inc.											
6				Minor Inves.-Var.Cooperatives, etc.					974				974		
7				Total Class A-3				15	234				15	234	
8				Total Class A				15	234				15	234	
9															
10		B-3	X	St.Cloud Opportunities, Inc.10-15-69											
11															
12		C-3	X	S.P.H.Hotel Co.Ser. 1977 to 1986				50	000				50	000	
13				Misc.Land Contracts-Var.maturities				1	200				1	200	
14				Other Misc.Contracts, Var.maturities				3	563	972			3	563	972
15				Misc.Notes, Various maturities				137	247				137	247	
16				Total Class C-3				3	752	419			3	752	419
17				Total Account 722				3	767	653			3	767	653
18															
19															
20	717	A-1	VII	Southern Railway Preferred							10	000		10	000
21				Total Class A-1							10	000		10	000
22		A-3	VII	Gen'l. Telephone of Calif. "							6	000		6	000
23			VII	Gen'l. Telephone of Calif. "							10	000		10	000
24			VII	Georgia Power Co. "				shs	100		shs	100			
25			IV	Kaiser Aluminum & Chem.Corp. "					10	000		10	000		
26			VII	Northern States Power Co. "					10	000		10	000		
27			VII	Pacific Lighting Corp. "				shs	100		shs	100			
28			VII	American Natural Gas Common					3	000		3	000		
29			VII	Cleveland Electric Illum. "				shs	500		shs	500			
30			VII	Commonwealth Edison Co. "					6	550		6	550		
31			VI	First Bank System, Inc. "					5	000		5	000		
32			VII	Iowa Illinois Gas & Electric "					400			400			
33			VII	Northern States Power Co. "					4	910		4	910		
34			VII	Pennsylvania Power & Light "				shs	315		shs	315			
35			VI	Phillips Petroleum Co. "				shs	1	000		shs	1	000	
36			VII	Public Serv.Electric & Gas. "				shs	400		shs	400			
37			VII	Southern Calif. Edison "					2	499		2	499		
38			VII	Union Electric Co. "					4	000		4	000		
39			IV	American Tobacco Co. "				shs	1	600		shs	1	600	
40			IV	General Motors Corp. "					332			332			
41			IV	Standard Oil of Calif. "					1	969		1	969		
42			IV	Union Carbide "					400			400			
43			VII	Montana Power Co. "				shs	800		shs	800			
44			VII	Wisconsin Power & Light "					2	500		2	500		
45			IV	Northern Natural Gas "					5	000		5	000		
46			IV	International Milling Co. "					1	800		1	800		
47			VII	Consolidated Edison, N.Y. "											
48			VII	Minnesota Power & Light "				shs	500		shs	500			
49			IV	Standard Oil of New Jersey "					6	300		6	300		
50			IV	Allied Chemical Corp. "					14	400		14	400		
51			IV	Weyerhaeuser Co. "				shs	450		shs	450			
52															
53				(Account 717 continued on Pages 216 and 217)											

206. OTHER INVESTMENTS—Continued

In common use in standard financial publications may be used where necessary on account of limited space.

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

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

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

INVESTMENTS AT CLOSE OF YEAR			INVESTMENTS MADE DURING YEAR			INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR			DIVIDENDS OR INTEREST DURING YEAR			Line No.				
Total book value			Par value		Book value		Par value		Book value		Selling price		Rate	Amount credited to income		
(f)			(j)		(k)		(l)		(m)		(n)		(o)	(p)		
\$			\$		\$		\$		\$				%	\$		
			9 791 000		9 637 063		13 184 000		13 011 458		13 159 413					
4 390 837												\$2.20		404 250		
14 260												3		428		
1 024							1 000		1 000							
15 284							70		70			65				
4 406 121							1 070		1 070			65		428		
							1 070		1 070			65		404 678		
							7 000		7 000			7 000	6	420		
50 000												4		4 479		
1 200							1 040		1 040			1 040	Var.	76		
3 563 972			631 711		631 711		326 500		326 500		326 500	Var.		216 205		
137 247			30 374		30 374		47 713		47 713		47 713	Var.		9 211		
3 752 419			662 085		662 085		375 253		375 253		375 253			229 971		
8 158 540			662 085		662 085		383 323		383 323		382 318			635 069		
10 463												5		500		
10 463														500		
6 075												4.50		270		
9 675												5		500		
10 132												\$4.60		460		
10 300												4.75		475		
9 450												4.10		410		
9 900												\$4.40		440		
13 775												\$2.00		600		
18 449												\$2.04		1 020		
25 948												\$2.20		1 153		
45 273												\$2.225		2 225		
11 589												\$1.38		552		
33 221			310		1 674							\$1.60		1 546		
10 419												\$1.59		501		
30 063												\$1.43		1 430		
15 193												\$1.64		656		
9 856												\$1.40		420		
20 450												\$1.50		1 200		
55 578												\$2.178		3 484		
16 532			166		7 972							\$4.30		775		
19 975												\$2.80		872		
4 742												\$2.00		200		
24 486												\$1.56		1 296		
11 713												\$1.28		640		
28 724												\$2.60		1 300		
42 167												\$1 20		2 160		
							8 000		26 986		26 672	\$.90		720		
11 423												\$1.20		600		
71 072												\$3.75		3 375		
57 790												\$1.20		1 920		
18 718	shs	450			18 718							.80		270		

206. OTHER INVESTMENTS—Continued

Line No.	Ac-count No.	Class No.	Kind of in-dustry	Name of issuing company or government and description of security held; also lien reference, if any	INVESTMENTS AT CLOSE OF YEAR							
					PAR VALUE OF AMOUNT HELD AT CLOSE OF YEAR							
					Pledged		Unpledged		In sinking, insurance, and other funds		Total par value	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)				
54	717	A-3	IV	R.J. Reynolds Tobacco Co. Common					4 500		4 500	
55			V	Great Atlantic & Pacific Tea Co.					300		300	
56			VI	Northwest Bancorporation					3 330		3 330	
57				Total Class A-3					103 190		103 190	
58				Total Class A					113 190		113 190	
59												
60		B-3	IX	State of Massachusetts, various maturities					25 000		25 000	
61				Burnsville, Minnesota, various maturities					55 000		55 000	
62				Baltimore County, Maryland 11-1-73					50 000		50 000	
63				Atlanta, Georgia 12-1-74					50 000		50 000	
64				Fort Worth, Texas, various maturities					30 000		30 000	
65				Pima County, Arizona 1-1-75					25 000		25 000	
66				State of Missouri 3-1-75					50 000		50 000	
67				Oakland County, Michigan 5-1-75					30 000		30 000	
68				Chicago, Illinois 1-1-76					50 000		50 000	
69				State of Connecticut 1-1-76					30 000		30 000	
70				No. St. Paul-Maplewood, Mn., various maturities					50 000		50 000	
71				Cook County, Illinois 12-1-76					25 000		25 000	
72				State of Oregon 4-15-77					25 000		25 000	
73				Nassau County, New York 12-1-77					25 000		25 000	
74				Corpus Christi, Texas 3-1-78					25 000		25 000	
75				State of Alabama 4-1-78					50 000		50 000	
76				Fargo, North Dakota 4-1-78					25 000		25 000	
77				St. Cloud, Minnesota 2-1-79					20 000		20 000	
78				Kenyon, Minn., various maturities					55 000		55 000	
79				Glendale, Wisconsin, various maturities					30 000		30 000	
80				Georgia Port Authority 12-1-79					70 000		70 000	
81				Caledonia, Minn., various maturities					25 000		25 000	
82				Seattle, Washington 1-1-80					25 000		25 000	
83				Madalia, Minnesota 1-1-80					15 000		15 000	
84				Grand Forks, North Dakota 5-1-80					20 000		20 000	
85				Hawaii County, Hawaii 11-1-80					30 000		30 000	
86				Crookston, Minnesota 5-1-81					25 000		25 000	
87				Inver Grove, Minn., various maturities					30 000		30 000	
88				Spencer, Iowa 7-1-81					35 000		35 000	
89				Coon Rapids, Minnesota 1-1-82					20 000		20 000	
90				Wabasha, Minnesota 2-1-82					30 000		30 000	
91				Reno, Nevada 9-1-82					50 000		50 000	
92				Anoka County, Minnesota 4-1-83					15 000		15 000	
93				Columbia Heights, Minn. 4-1-84					15 000		15 000	
94				Rapid City, South Dakota 1-1-85					25 000		25 000	
95				Alexandria, Minnesota 5-1-86					40 000		40 000	
96				Tacoma, Washington 7-1-86					25 000		25 000	
97				Everett, Washington 12-1-87					40 000		40 000	
98				Forest Lake, Minn., various maturities					40 000		40 000	
99				Marysville wreck—See note page 203								
100				Total Class B-3					1 300 000		1 300 000	
101												
102		C-1	VII	Santa Fe Industries, Inc., Debentures - Due 1998					13 000		13 000	
103				Total Account 717					1 426 190		1 426 190	
104												
105												
106												
107												
108												
109												
110												
111												

206. OTHER INVESTMENTS—Concluded

INVESTMENTS AT CLOSE OF YEAR			INVESTMENTS MADE DURING YEAR			INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR						DIVIDENDS OR INTEREST DURING YEAR			Line No.	
Total book value			Par value		Book value		Par value		Book value		Selling price		Rate	Amount credited to income		
(f)			(j)		(k)		(l)		(m)		(n)		(o)	(p)		
\$			\$		\$		\$		\$		\$		%	\$		
	37	595											\$2.25		2 025	
	9	931											\$1.30		390	
	36	231											\$1.50		1 200	
	736	445		476		28 364		8 000		26 986		26 672			35 085	
	746	908		476		28 364		8 000		26 986		26 672			35 585	
	25	727											3.00		750	
	54	682											Var.		1 955	
	51	316											3.25		1 625	
	50	328											3.25		1 625	
	30	031											3.25		975	
	25	000											3.50		875	
	45	754											2.375		1 187	
	30	171											4.25		1 275	
	50	000											3.125		1 562	
	31	613											4.50		1 350	
	49	828											3.70		1 850	
	25	322											3.75		937	
	23	562											2.50		625	
	25	173											3.50		875	
	24	655											3.50		875	
	51	486											3.20		1 600	
	25	000											3.80		950	
	19	855											3.30		660	
	54	759											3.60		1 980	
	29	387											3.50		1 050	
	70	454											3.70		2 390	
	25	101											Var.		965	
	25	000											3.70		925	
	15	000											3.30		495	
	19	732											3.60		720	
	29	896											3.875		1 163	
	25	346											3.80		950	
	29	643											3.80		1 140	
	34	625											3.625		1 269	
	20	000											3.60		720	
	30	000											3.75		1 125	
	50	000											4.50		2 250	
	15	099											3.60		540	
	15	000											3.60		540	
	25	000											3.70		925	
	40	000											4		1 600	
	25	930											3.75		938	
	38	029											3.90		1 560	
	40	000											3.60		1 440	
	(152	973)														
	1	144 531													46 236	
	14	370											6.25		813	
	1	905 809		476		28 364		8 000		26 986		26 672			82 634	

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

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

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

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

Line No.	Class No. (a)	Name of issuing company and security or other intangible thing in which investment is made (b)	INVESTMENTS AT CLOSE OF YEAR				INVESTMENTS MADE DURING YEAR			
			Total par value (c)		Total book value (d)		Par value (e)		Book value (f)	
1	A-3	Georgia-Pacific Corp.	\$		\$		\$		\$	
2		Common Stock (142,082 shares)*		113 666		101 118		58 505	#	68
3		Crows Nest Industries								
4		Common Stock (12,512 shares)		100 096		223 652				
5		Total Class A-3		213 762		324 770		58 505		68
6										
7										
8	C-3	Land Sale Contracts		617 003		617 003				
9										
10										
11										
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24										
25										

NOTES AND REMARKS

* Increase in shares held:

	Stock Dividend	Stock Purchased	Total
First Quarter 1%	689.51	.49	690
Second Quarter	69641		69641 Stock Split
Third Quarter 1%	1392.82	.18	1393
Fourth Quarter 1%	1406.75	.25	1407
	<u>73130 08</u>	<u>.92</u>	<u>73131</u>

Cost of Fractional Shares

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

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

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

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

INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR			Names of subsidiaries in connection with things owned or controlled through them (j)	Line No.
Par value (k)	Book value (h)	Selling price (i)		
\$	\$	\$		
			Glacier Park Company	1
				2
			Glacier Park Company	3
				4
				5
				6
67 641	67 641	67 641	Glacier Park Company	7
				8
				9
				10
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NOTES AND REMARKS

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

Line No.	Account	Balance at beginning of year			Expenditures during the year for original road and equipment, and road extensions			Expenditures during the year for purchase of existing lines, reorganizations, etc.		
		(b)			(c)			(d)		
1	(1) Engineering	14	209	350						
2	(2) Land for transportation purposes	23	033	811						
3	(2½) Other right-of-way expenditures		421	600						
4	(3) Grading	119	983	640						
5	(5) Tunnels and subways	26	437	964						
6	(6) Bridges, trestles, and culverts	50	207	090						
7	(7) Elevated structures									
8	(8) Ties	30	220	624						
9	(9) Rails	58	988	112						
10	(10) Other track material	50	341	501						
11	(11) Ballast	22	000	344						
12	(12) Track laying and surfacing	30	866	804						
13	(13) Fences, snowsheds, and signs	5	363	300						
14	(16) Station and office buildings	25	932	398						
15	(17) Roadway buildings	1	530	352						
16	(18) Water stations	1	276	900						
17	(19) Fuel stations	1	218	012						
18	(20) Shops and enginehouses	18	439	248						
19	(21) Grain elevators									
20	(22) Storage warehouses									
21	(23) Wharves and docks	1	668	277						
22	(24) Coal and ore wharves	16	229	568						
23	(26) Communication systems	11	094	059						
24	(27) Signals and interlockers	22	441	117						
25	(29) Power plants		446	383						
26	(31) Power-transmission systems	1	557	382						
27	(35) Miscellaneous structures		562	285						
28	(37) Roadway machines	11	558	388						
29	(38) Roadway small tools		189	333						
30	(39) Public improvements—Construction	12	587	380						
31	(43) Other expenditures—Road		12	786						
32	(44) Shop machinery	8	903	448						
33	(45) Power-plant machinery	1	536	055						
34	Leased property capitalized rentals (explain)									
35	Other (specify and explain)									
36	Total expenditures for road	569	257	511						
37	(51) Steam locomotives	100	655	802						
38	(52) Other locomotives	272	319	867						
39	(53) Freight-train cars	31	257	123						
40	(54) Passenger-train cars									
41	(56) Floating equipment	11	032	727						
42	(57) Work equipment	9	264	732						
43	(58) Miscellaneous equipment	424	530	251						
44	Total expenditures for equipment		286	454						
45	(71) Organization expenses	19	761	173						
46	(76) Interest during construction	4	367	500						
47	(77) Other expenditures—General	24	415	127						
48	Total general expenditures									
49	TOTAL	1,018	202	889						
50	(80) Other elements of investment (p. 223)	(4)	597	925						
51	(90) Construction work in progress		652	727						
52	GRAND TOTAL	1,014	257	691						

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

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR				CREDITS FOR PROPERTY RETIRED DURING THE YEAR				Net additions during the year	Adjustments during year (See Instruction No. 11)	Net charges during the year	Balance at close of year			Line No.
Made on owned property (e)		Made on leased property (f)		Owned property (g)		Leased property (h)					(i)	(j)	(k)	
114 363				54 392				59 971			59 971	14 269	321	1
438 381				144 775				293 606			293 606	23 327	417	2
10 044				289				9 755			9 755		431 355	3
552 798				189 513				363 285			363 285	120 346	925	4
39 559				70 281				(30 722)			(30 722)	26 407	242	5
688 644				162 695				525 949			525 949	50 733	039	6
														7
494 472				46 517				447 955			447 955	30 668	579	8
628 926				52 401				576 525			576 525	59 564	637	9
1 012 934				132 942				879 992			879 992	51 221	493	10
204 261				20 706				183 555			183 555	22 183	899	11
532 017				59 930				472 087			472 087	31 338	891	12
18 831				10 745				8 086			8 086	5 371	386	13
657 103				227 871				429 232			429 232	26 361	630	14
108 943				14 048				94 895			94 895	1 625	247	15
28 198				11 467				16 731			16 731	1 293	631	16
67 424				25 594				41 830			41 830	1 259	842	17
1 114 195				425 549				688 646			688 646	19 127	894	18
														19
														20
14 758				219 601				(204 843)			(204 843)	1 463	434	21
613 435				21 365				592 070			592 070	16 821	638	22
456 367				55 290				401 077			401 077	11 495	136	23
1 446 851				171 363			1	275 488		1	275 488	23 716	605	24
4 824				952				3 872			3 872	450	255	25
14 373				54 330				(39 957)			(39 957)	1 517	425	26
19 669				519				19 150			19 150	581	435	27
819 842				225 274				594 568			594 568	12 152	956	28
												189	333	29
161 065				63 019				98 046			98 046	12 685	426	30
												12 786		31
525 252				247 079				278 173			278 173	9 181	621	32
45 734				83 140				(37 406)			(37 406)	1 498	649	33
														34
														35
10 833 263				2 791 647				8 041 616			8 041 616	577 299	127	36
														37
85 583				2 937 376				(2 851 793)			(2 851 793)	97 804	009	38
20 068 887				7 644 566				12 424 321			12 424 321	284 744	188	39
150 021				3 168 858				(3 018 837)			(3 018 837)	28 238	286	40
														41
1 109 924				434 069				675 855			675 855	11 708	582	42
812 893				502 086				310 807			310 807	9 575	539	43
22 227 308				14 686 955				7 540 353			7 540 353	432 070	604	44
				286 454				(286 454)			(286 454)			45
				19 761 173				(19 761 173)			(19 761 173)			46
				4 367 500				(4 367 500)			(4 367 500)			47
				24 415 127				(24 415 127)			(24 415 127)			48
33 060 571				41 893 729				(8 833 158)			(8 833 158)	1,009 369	731	49
				(4 597 925)				4 597 925			4 597 925			50
1 089 587								1 089 587			1 089 587	1 742	314	51
34 150 158				37 295 804				(3 145 646)			(3 145 646)	1,011 112	045	52

Lines 39(e) and 40(g) reflect transfer of \$1,152,272 to account 53 from account 54 in accordance with I.C.C. Accounting Series Circular No. 140 dated June 27, 1969.

Remaining balances in accounts 71, 76, 77 and 80 were cleared in accordance with I.C.C. requirement. Accounting approved by the Commission on March 2, 1970 - see Mr. M. Paolo's letter of March 4, 1970, file ACA-DB.

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

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in account No. 731, "Road and Equipment Property," and account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should, insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (k), inclusive. Column (l) is the aggregate of columns (b) to (k), inclusive. Grand totals of columns (b) and (l) 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, Issue of 1962, for such items.

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

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

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

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

7. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.

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

9. Report on line 34 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 methods of estimating value of property of non-carriers or property of other carriers under "Notes and Remarks," below.

10. Report on line 35 amounts not includible in the accounts shown, or in line 34. 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.

11. 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.

12. If an amount of less than \$500 is used as the minimum debit or credit for additions and betterments to property investment accounts as provided for in Instruction 2-2, of the Uniform System of Accounts for Railroad Companies, Issue of 1962, state in a footnote the amount used and give reference to the authority therefor.

13. In column (j) include adjustments in primary accounts for the year for redistribution of amounts to road and equipment accounts based on cost of property in valuation records, pursuant to the Commission's order dated April 17, 1963—amounts redistributed to other than primary road and equipment accounts should be described hereunder or in another appropriate place in this report, suitably cross-referenced. The entries in column (a) of Schedule 200A are not to be restated to include the adjustments in column (j) of Schedule 211. The entries in Schedule 211, column (l), for balance at close of year should include the adjustments in column (j); the entries in column (b), for balance at beginning of year should not be restated to include such adjustments.

14. Notes referring to entries in this schedule should be shown hereunder, including citation of the Interstate Commerce Commission's authority for construction, acquisition, or abandonment.

NOTES AND REMARKS

211A. OTHER ELEMENTS OF INVESTMENT

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

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

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

Line No.	Item (a)	Contra account number (b)	Charges during the year		Credits during the year	
			(c)		(d)	
			\$		\$	
1	Retirements of Non-Depreciable Property on Lines of					
2	former Spokane, Couer d'Alene and Palouse Railway Company					
3		731-1		104		
4		" 3				527
5		" 8		678		
6		" 9		1 169		
7		" 10		2 785		
8		" 11		11		
9		" 12		696		
10		" 76		131		
11		" 77		48		
12						
13						
14	To clear the remaining balance in Account 80 as required					
15	by the I.C.C. Accounting approved by the Commission on					
16	March 2, 1970 - see Mr. M. Paolo's letter of March 4, 1970,	616	4 592	830		
17	file ACA-DB.					
18						
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211B. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

1. Show in columns (b) and (e), for each primary account, the depreciation base used in computing the depreciation charges for the month of January and in columns (c) and (f) show the depreciation base used in computing the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 29 and 38 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment, used but not owned, when the rents therefor are included in the rent for equipment accounts Nos. 536 to 540, inclusive. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment accounts Nos. 503 to 507, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be

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

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

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

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

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

Line No.	Account	OWNED AND USED					LEASED FROM OTHERS				
		DEPRECIATION BASE			Annual composite rate (percent) (d)	DEPRECIATION BASE			Annual composite rate (percent) (g)		
		At beginning of year (b)		At close of year (c)		At beginning of year (e)		At close of year (f)			
	(a)	\$		\$		%	\$		\$		%
1	ROAD	13 743 333		13 769 540		0.80					
2	(1) Engineering	306 993		312 498		2.10					
3	(2½) Other right-of-way expenditures	7 725 623		7 780 851		1.30					
4	(3) Grading	25 739 323		25 765 902		0.61					
5	(5) Tunnels and subways	50 154 671		50 628 764		1.95					
6	(6) Bridges, trestles, and culverts										
7	(7) Elevated structures	5 384 556		5 391 328		2.38					
8	(13) Fences, snowsheds, and signs	25 358 123		25 883 361		2.05	287 836		287 836		2.05
9	(16) Station and office buildings	1 534 184		1 621 144		2.55					
10	(17) Roadway buildings	1 476 443		1 490 365		2.70	7 068		7 068		2.70
11	(18) Water stations	1 152 633		1 183 188		2.55	4 142		4 142		2.55
12	(19) Fuel stations	17 590 556		18 441 553		1.75	1 743		1 743		1.75
13	(20) Shops and enginehouses										
14	(21) Grain elevators										
15	(22) Storage warehouses	1 467 758		1 452 873		3.00					
16	(23) Wharves and docks	16 097 810		16 694 636		1.65					
17	(24) Coal and ore wharves	10 769 206		11 150 672		2.95	147		147		2.95
18	(26) Communication systems	22 754 946		23 929 618		2.90					
19	(27) Signals and interlockers	644 261		648 133		1.35					
20	(29) Power plants	1 536 026		1 540 966		2.95	1 996		1 996		2.95
21	(31) Power transmission systems	538 966		557 472		2.45					
22	(35) Miscellaneous structures	11 569 407		12 099 872		5.55					
23	(37) Roadway machines	6 911 339		6 966 403		1.80					
24	(39) Public improvements—Construction	9 079 538		9 366 873		3.45					
25	(44) Shop machinery	1 587 521		1 630 768		3.00					
26	(45) Power-plant machinery										
27	All other road accounts										
28	Amortization (other than defense projects)										
29	Total road	233 123 216		238 306 780		2.11	302 932		302 932		2.08
30	EQUIPMENT										
31	(51) Steam locomotives										
32	(52) Other locomotives	95 823 019		92 863 911		4.42					
33	(53) Freight-train cars	251 536 895		264 751 045		3.00					
34	(54) Passenger-train cars	30 492 607		27 888 000		3.10					
35	(56) Floating equipment										
36	(57) Work equipment	10 814 969		11 447 642		3.73					
37	(58) Miscellaneous equipment	9 275 124		9 594 542		10.90					
38	Total equipment	397 942 614		406 545 140		3.52					
39	GRAND TOTAL	631 065 830		644 851 920		3.11	302 932		302 932		3.11

See Note on Page 228

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

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in account No. 509.
2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used in computing the depreciation for the month of December and on lines 28 and 37 of this column

- show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used in computing the depreciation for December and dividing the total so computed by the depreciation base.
4. If the depreciation base for accounts 1, 2½, 3, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.
5. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

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

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

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

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

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

3. All credits or debits to the reserve representing amortization other than for defense projects, if a general amortization program has been authorized, should be entered on line 28.

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year		
					Charges to operating expenses (c)			Other credits (d)			Retirements (e)			Other debits (f)					
(a)	(b)	(c)	(d)	(e)	(f)	(g)													
		\$		\$		\$		\$		\$		\$		\$					
1	ROAD	1	413 874	110 120	2 318 929	41 786	3 801 137												
2	(1) Engineering		92 340	6 490	153 448	300	251 978												
3	(24) Other right-of-way expenditures	1	666 646	100 742	2 711 808	1 090	4 478 106												
4	(3) Grading	3	787 703	156 938	2 339 624	27 605	6 256 660												
5	(5) Tunnels and subways	17	290 659	981 921	15 149 992	153 508	33 269 064												
6	(6) Bridges, trestles, and culverts																		
7	(7) Elevated structures																		
8	(13) Fences, snow sheds, and signs	2	750 905	128 243	2 210 385	10 730	5 078 803												
9	(16) Station and office buildings	5	675 042	526 468	6 443 608	205 513	12 439 605												
10	(17) Roadway buildings		189 984	40 046	500 790	13 738	717 062												
11	(18) Water stations		367 229	39 917	705 536	8 958	1 103 724												
12	(19) Fuel stations		184 474	29 877	445 537	19 007	640 881												
13	(20) Shops and enginehouses	2	209 881	317 372	6 552 441	421 814	8 657 880												
14	(21) Grain elevators																		
15	(22) Storage warehouses																		
16	(23) Wharves and docks		637 007	43 715	738 775	219 601	1 199 896												
17	(24) Coal and ore wharves	8	664 786	270 216		10 387	1 594 608	7 330 007											
18	(26) Communication systems	4	873 924	323 703	1 896 531	53 364	7 040 794												
19	(27) Signals and interlockers	7	556 499	670 285	3 379 315	162 095	11 444 004												
20	(29) Power plants		76 478	8 715	254 398	952	338 639												
21	(31) Power-transmission systems		461 174	45 378	524 687	50 387	980 852												
22	(35) Miscellaneous structures		84 809	13 362	147 851	520	245 502												
23	(37) Roadway machines	5	543 373	660 444	292 238	176 870	6 319 185												
24	(39) Public improvements—Construction	1	992 148	124 913	2 438 032	35 195	4 519 898												
25	(44) Shop Machinery *	3	261 726	317 618	3 359 933	172 252	6 767 025												
26	(45) Power-plant machinery *		382 062	47 996	598 977	71 638	957 397												
27	All other road accounts				9 280 750		9 280 750												
28	Amortization (other than defense projects)																		
29	Total road	69	162 723	4 964 479	62 443 585	1 857 330	1 594 608 133 118 849												
30	EQUIPMENT																		
31	(51) Steam locomotives																		
32	(52) Other locomotives	53	793 665	4 147 830		2 698 767	3 111 677	52 131 051											
33	(53) Freight-train cars	89	615 282	7 663 531	621 660	3 622 586	8 139 710	86 138 177											
34	(54) Passenger-train cars	16	901 700	828 565	124 290	2 285 243	621 660	14 947 652											
35	(56) Floating equipment																		
36	(57) Work equipment	7	015 737	421 812	114 927	362 047		7 190 429											
37	(58) Miscellaneous equipment	5	944 906	1 030 720		402 224	1 357 446	5 215 956											
38	Total equipment	173	271 290	14 092 458	860 877	9 370 867	13 230 493	165 623 265											
39	GRAND TOTAL	242	434 013	19 056 937	63 304 462	11 228 197	14 825 101	298 742 114											

*Chargeable to account 305.

See Note on Page 228

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

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

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

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

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

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to account No. 785 are made by the accounting company, show in column (c) the charges to operating expenses and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year					
					Charges to operating expenses			Other credits			Retirements			Other debits								
		(a)			(b)			(c)			(d)			(e)			(f)			(g)		
		\$			\$			\$			\$			\$			\$			\$		
1	ROAD																					
2	(1) Engineering																					
3	(2½) Other right-of-way expenditures																					
4	(3) Grading																					
5	(5) Tunnels and subways																					
6	(6) Bridges, trestles, and culverts																					
7	(7) Elevated structures																					
8	(13) Fences, snow sheds, and signs																					
9	(16) Station and office buildings		145	849			5	901												151	750	
10	(17) Roadway buildings																					
11	(18) Water stations		1	860				191													2	051
12	(19) Fuel stations		1	166				106													1	272
13	(20) Shops and enginehouses			38				30														68
14	(21) Grain elevators																					
15	(22) Storage warehouses																					
16	(23) Wharves and docks																					
17	(24) Coal and ore wharves																					
18	(26) Communication systems			(608)				4													(604)	
19	(27) Signals and interlockers																					
20	(29) Power plants																					
21	(31) Power transmission systems			496				59													555	
22	(35) Miscellaneous structures																					
23	(37) Roadway machines																					
24	(39) Public improvements—Construction																					
25	(44) Shop machinery*																					
26	(45) Power-plant machinery*																					
27	All other road accounts																					
28	Total road		148	801			6	291												155	092	
29	EQUIPMENT																					
30	(51) Steam locomotives																					
31	(52) Other locomotives																					
32	(53) Freight-train cars																					
33	(54) Passenger-train cars																					
34	(56) Floating equipment																					
35	(57) Work equipment																					
36	(58) Miscellaneous equipment																					
37	Total equipm																					
38	GRAND TOTAL		148	801			6	291												155	092	

*Chargeable to account 305.

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

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent, and the rent therefrom is included in account No. 503.

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

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

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

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR		DEBITS TO RESERVE DURING THE YEAR		Balance at close of year		
					Charges to others	Other credits	Retirements	Other debits			
	(a)	(b)			(c)	(d)	(e)	(f)	(g)		
		\$			\$	\$	\$	\$	\$		
1	ROAD										
2	(1) Engineering										
3	(2½) Other right-of-way expenditures										
4	(3) Grading										
5	(5) Tunnels and subways										
6	(6) Bridges, trestles, and culverts										
7	(7) Elevated structures										
8	(13) Fences, snow sheds, and signs										
9	(16) Station and office buildings										
10	(17) Roadway buildings			NONE							
11	(18) Water stations										
12	(19) Fuel stations										
13	(20) Shops and enginehouses										
14	(21) Grain elevators										
15	(22) Storage warehouses										
16	(23) Wharves and docks										
17	(24) Coal and ore wharves										
18	(26) Communication systems										
19	(27) Signals and interlockers										
20	(29) Power plants										
21	(31) Power transmission systems										
22	(35) Miscellaneous structures										
23	(37) Roadway machines										
24	(39) Public improvements—structures										
25	(44) Shop machinery										
26	(45) Power-plant machinery										
27	All other road accounts										
28	Total road										
29	EQUIPMENT										
30	(51) Steam locomotives										
31	(52) Other locomotives										
32	(53) Freight-train cars										
33	(54) Passenger-train cars										
34	(56) Floating equipment			NONE							
35	(57) Work equipment										
36	(58) Miscellaneous equipment										
37	Total equipment										
38	GRAND TOTAL										

211G. AMORTIZATION OF DEFENSE PROJECTS—ROAD AND EQUIPMENT OWNED AND LEASED FROM OTHERS

1. Show in columns (b) to (e) the amount of base of road and equipment property for which amortization reserve is provided in account No. 736, "Accrued amortization of defense projects—Road and Equipment" of the respondent. If the amortization base is other than the ledger value stated in the investment account, a full explanation should be given.

2. Show in columns (f) to (i) the balance at the close of the

year and all credits and debits during the year in reserve account No. 756, "Accrued amortization of defense projects—Road and Equipment."

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

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

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

Line No.	Description of property or account (a)	BASE										RESERVE													
		Debits during year (b)			Credits during year (c)			Adjustments (d)		Balance at close of year (e)			Credits during year (f)			Debits during year (g)			Adjustments (h)		Balance at close of year (i)				
		\$			\$			\$		\$			\$			\$			\$			\$			
1	ROAD:																								
2																									
3						66	197				5	682	781				66	197				5	682	781	
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
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17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28	TOTAL ROAD					66	197				5	682	781				66	197				5	682	781	
29	EQUIPMENT:																								
30	(51) Steam locomotives																								
31	(52) Other locomotives			51	080						4	883	863		51	080						4	883	863	
32	(53) Freight-train cars					1	777	450			18	927	936			1	777	450				18	927	936	
33	(54) Passenger-train cars					3	10	454				439	752			3	10	454					439	752	
34	(56) Floating equipment																								
35	(57) Work equipment											74	753										74	753	
36	(58) Miscellaneous equipment																								
37	TOTAL EQUIPMENT			51	080		2	087	904			24	326	304		51	080		2	087	904		24	326	304
38	GRAND TOTAL			51	080		2	154	101			30	009	085		51	080		2	154	101		30	009	085

NOTES AND REMARKS

Schedule 211 B

Account (1) Engineering (Depreciation Base includes non-depreciable property for Account (5) Tunnels and Subways) owned and used property.

Component rates - Line 32 Account (52) Other locomotives	Column (b)	Column (c)	Column (d)
Diesel - Electric Locomotives - Road	\$87,102,462	\$84,141,774	4.50%
Diesel - Electric Locomotives - Switch	8,720,557	8,722,137	3.60%
Total Line 32	\$95,823,019	\$92,863,911	4.42%

Schedule 211 D

Credits to Reserve

Debits for depreciation on property of respondent Lines 29 and 38(c)

<u>Road</u>	<u>Equipment</u>
\$4,964,479	\$14,092,458

The difference between the charges to Operating Expense on Schedule 211 D and the total of accounts 266, 305 and 331 on Schedules 322, 326 and 330 is as follows:

Depreciation on property of Midland Ry. Co. of Manitoba	15,701	5,947
Depreciation on pool train equipment		7,032
Depreciation on property leased from others	6,291	
Miscellaneous adjustments	1,972	(12,518)
	\$4,988,443	\$14,092,919

The difference between columns (d) and (f), Line 39 reflects the following:

Net adjustment to deficient road property reserve as required by the I.C.C. Accounting approved by the Commission on March 2, 1970 - see Mr. M. Paolo's letter of March 6, 1970, file ACV-H

\$(48,496,317)

Net adjustment to excessive equipment depreciation reserve - See above.

\$12,369,616

Unrecovered cost of imminent retirements under merger of depreciable road property. Authorized by the Commission on March 2, 1970 - see Mr. M. Paolo's letter of March 4, 1970, file ACA-DB

(3,071,910)

Service value of imminent retirements under merger of non-depreciable road property - same authority as above

(9,280,750)

Transfer of \$621,660 related reserve from account 54 to account 53 in accordance with I.C.C. Accounting Series Circular No. 140 dated June 27, 1969

-	-
(\$60,848,977)	\$12,369,616

2111. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

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

2. In column (a) list each class or type of locomotive unit or car on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment, adopted by the Association of American Railroads; and should include physical characteristics requested by Schedule 417; locomotive units should be identified as to

power source, wheel arrangement, and horsepower per unit, and cars should be identified as to special construction or service characteristics, such as Multiple purpose diesel locomotive A units (B-B), 2500 HP; Aluminum covered hopper cars, L.O.; Steel boxcars—special service, XAP, etc.

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

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

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

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)
<u>Freight Equipment - 1968 Report</u>					
1	✓ 150 Steel Box Cars <i>gen equip</i>	A-230	150	10 725 575	2 P
2	✓ 200 Steel Open Hopper Cars <i>gen</i>	H-250	200	18 800 110	3 P
3	✓ 21 Steel Covered Hopper Cars	L-453	21	1 995 946	435 P
4	✓ 100 Steel Woodchip Cars <i>all other</i>	L-024	100	9 700 355	1 P
5	✓ 115 Steel Flat Cars <i>spec.</i>	F-112	115	8 625 707	1 P
6	✓ 50 Steel Flat Cars <i>spec.</i>	F-212	50	4 750 356	832 P
7	✓ 10 Steel Flat Cars <i>to Fe</i>	F-077	10	700 857	207 P
8	✓ 20 Steel Caboose Cars	N-110	20	548	478 P
9					
10					
11	<u>Freight Equipment - 1969 Report</u>				
12	300 Steel Covered Hoppers	H-153	300	29 700 9525	4 P
13	30 Airbrake Cars	MWD	30	1 211	710 P
14					
15					
16	Equipment installed for which first cost is not auditable				
17	<u>Freight Equipment - 1969 Report</u>				
18	150 Steel Box Cars	A-230			P
19	20 Steel Flat Cars	F-112			P
20	90 Steel Woodchip Cars	L-024			P
21	200 Steel Refrigerator Cars	R-210			P
22	20 Steel Covered Hopper Cars	L-453			P
23	20 Steel Caboose Cars	N-110			P
24	1 Diesel Locomotive Crane	MWD			
25	2 Garden Spreaders				
26					
27					
28					
29					
30	TOTAL			396 483	XXXX

REBUILT UNITS

41	<u>Freight Equipment - 1968 Report</u>				
42	225 Steel Box Cars <i>spec</i>		225	12 375	2 073 S
43					
44					
45	Equipment installed for which final cost is not available				
46	<u>Freight Equipment - 1967 Report</u>				
47	21 Steel Flat Cars	F-191			S
48					
49					
50	<u>Freight Equipment - 1969 Report</u>				
51	200 Steel Box Cars	A-130			S
52	6 Steel Box Cars	B-105			S
53					
54	TOTAL			2 073 600	XXXX
55	GRAND TOTAL			17 470 083	XXXX

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

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

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

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

Show a total for each class of company. Then show, as deductions, data for transportation property leased to carriers and others, rentals from which are included in account 509.

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

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

6. In column (e) show the amount of depreciation and amortization accrued as of the close of the year in accounts 735, 736 and 785 that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road owned (See Ins. 4) (c)		Investment in property (See Ins. 5) (d)		Depreciation and amortization of defense projects (See Ins. 6) (e)	
			(e)		(d)		(e)	
1	R	Great Northern Railway Company	7	694,62	1,011	112 045	\$	328 906 291
2								
3	O	Transportation property leased from other carriers						
4	O	D.M. & I.R. Ry. Co. - Albany Mine Tracks, Minn.				3 307		
5	O	" " - Track-Silver Br. near Virginia, Mn.				1 679		
6	O	" " - Track-Ruby Jct. to Hibbing, Mn.				5 543		
7	O	" " - Track-Holman to Coleraine, Mn.				9 363		
8	O	Southern Pacific Co. - Tracks at Klamath Falls, Or.				4 819		
9	O	" " - Tracks at Chemult, Or.				3 780		
10	O	C.M. St. P. & P. Ry. Co. - Tracks at Seattle, Wash.				18 611		689
11		Operated by respondent under trackage rights						
12	O	Midland Ry. Co. of Manitoba (1/2 owned jointly with N.P. Ry. Co.)		2,82	2 179 273			337 806
13		Total		2,82	2 226 375			338 495
14								
15		Less: Transportation property leased to other carriers						
16	O	C.B. & Q.R.R. Co. - Yard track in Minn.				5 438		
17	O	C.N.W. Ry. Co. - Trackage in Minn.				12 764		22
18	O	" " - " " "				9 175		
19	O	Montana Western Ry. Co. - Trackage in Montana				2 221		4
20	O	D.M. & I.R. Ry. Co. - Turnouts at Buhl, Minn.				15 185		
21	O	" " - " " Chisholm, Minn.				1 265		694
22	O	" " - " " Hibbing, Minn.				20 444		18 937
23	O	Total				66 492		19 657
24								
25		Total Class O		2,82	2 159 883			318 838
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								
46								
47								
48								
49								
50		TOTAL	7	697,44	1,013	271 928		329 225 129

211N-2. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE—Continued

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

3. Report on line 34 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 methods of estimating value of property of non-carriers or property of other carriers under "Notes and Remarks," page 228.

4. Report on line 35 amounts not includable in the accounts shown, or in line 34. The items reported should be briefly identified and explained under "Notes and Remarks," page 228. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Account (a)	Respondent (b)			Lessor railroads (c)			Inactive (proprietary) companies (d)			Other leased properties (e)		
		\$			\$			\$			\$		
1	(1) Engineering	14	269	321								24	932
2	(2) Land for transportation purposes	23	327	417								976	486
3	(24) Other right-of-way expenditures		431	355									
4	(3) Grading	120	346	925								17	326
5	(5) Tunnels and subways	26	407	242									
6	(6) Bridges, trestles, and culverts	50	733	039								56	408
7	(7) Elevated structures												
8	(8) Pies	30	668	579								72	712
9	(9) Rails	59	564	637								32	651
10	(10) Other track material	51	221	493								12	590
11	(11) Ballast	22	183	899								45	512
12	(12) Track laying and surfacing	31	338	891								27	604
13	(13) Fences, snowsheds, and signs	5	371	386								1	064
14	(16) Station and office buildings	26	361	630								73	556
15	(17) Roadway buildings	1	625	247								1	163
16	(18) Water stations	1	293	631									
17	(19) Fuel stations	1	259	842								6	543
18	(20) Shops and enginehouses	19	127	894								54	033
19	(21) Grain elevators												
20	(22) Storage warehouses												
21	(23) Wharves and docks	1	463	434									
22	(24) Coal and ore wharves	16	821	638									
23	(26) Communication systems	11	495	136									981
24	(27) Signals and interlockers	23	716	605								(8	440)
25	(29) Power plants		450	255									
26	(31) Power-transmission systems	1	517	425									202
27	(35) Miscellaneous structures		581	435								184	222
28	(37) Roadway machines	12	152	956								11	444
29	(38) Roadway small tools		189	333									110
30	(39) Public improvements—Construction	12	685	426								105	333
31	(43) Other expenditures—Road		12	786								38	660
32	(44) Shop machinery	9	181	621								4	974
33	(45) Power-plant machinery	1	498	649									
34	Leased property capitalized rentals (explain)												
35	Other (specify & explain)												
36	Total expenditures for road	577	299	127								1	740 066
37	(51) Steam locomotives		97	804 009								101	238
38	(52) Other locomotives		284	744 188									959
39	(53) Freight-train cars		28	238 286									
40	(54) Passenger-train cars												
41	(56) Floating equipment												
42	(57) Work equipment	11	708	582								2	864
43	(58) Miscellaneous equipment	9	575	539									
44	Total expenditures for equipment	432	070	604								105	061
45	(71) Organization expenses											1	727
46	(76) Interest during construction											389	749
47	(77) Other expenditures—General											1	332
48	Total general expenditures											392	808
49	TOTAL	1,009	369	731								2	237 935
50	(80) Other elements of investment												(78 052)
51	(90) Construction work in progress	1	742	314									
52	GRAND TOTAL	1,011	112	045								2	159 883

214. MISCELLANEOUS PHYSICAL PROPERTY

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

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

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

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

Line No.	ITEM (Kind and location of property, and nature of business, if any) (a)	A. INVESTMENT (ACCOUNT 737)			
		Year of acquisition (b)	Charges during the year (c)	Credits during the year (d)	Balance at close of year (See ins. 3) (e)
1	Grain Elevator "S" and annexes, Superior, Wisc.	1902-30	12,205		3,605,358
2	Grain Elevator "X", Superior, Wisc.	1946	19,104		1,850,581
3	(owned-leased to Archer Daniels Midland Co.)				
4	Duluth-Superior Interstate Bridge				1,362,185
5	All other items	Various	1,407,636	1,533,810	10,840,680
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23		TOTAL	1,438,945	1,533,810	17,658,804

NOTES AND REMARKS

Line 6: Included in the amount reported in Column (e) are various items the cost of which is more or less than the book value thereof. The net difference represents book value in excess of cost of \$163,149.

214. MISCELLANEOUS PHYSICAL PROPERTY—Continued

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

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

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

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

B. REVENUES, INCOME, EXPENSES AND TAXES CREDITED AND DEBITED TO ACCOUNTS 502, 511, 534, 535 AND 544 DURING THE YEAR				C. DEPRECIATION RESERVE (ACCOUNT 738)					Line No.
Revenues or income (f)	Expenses (g)	Taxes (h)	Net profit for year after taxes (L loss) (i)	Credits during the year (j)	Debits during the year (k)	Balance at close of year (l)	Base (m)	Rate (n)	
\$ 325,632	\$ 21,824	\$ 141,124	\$ 162,684						1
	488		(488)			1,362,169			2
400,284	29,820	189,645	181,819			129,405			3
									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
725,916	51,132	330,769	344,015			1,491,574			22

NOTES AND REMARKS

216. OTHER ASSETS AND DEFERRED CHARGES

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

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

Line No.	Account No. (a)	Item (b)	Amount (c)	
			\$	
1	741	Other Assets:		
2		Accounts Receivable - Not Current	217	942
3		Station Agents - Uncollected Charges	105	472
4		Other Items, each less than \$100,000	309	064
5				
6		Total Account 741	632	478
7				
8				
9				
10				
11				
12				
13				
14				
15	743	Other Deferred Charges:		
16		Deferred Federal Income Tax Credit	8	034 459
17		Loss and Damage Suspense	223	895
18		Material Suspense	141	347
19		Operation of Gravel Pits and Quarries	855	846
20		Station Agents Relief Claim Suspense	363	574
21		A.F.E. Suspense	479	911
22		Unauthorized Work	2	033 579
23		Insurance Suspense	195	532
24		Other Items, each less than \$100,000	231	882
25				
26			12	560 025
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				

218. FUNDED DEBT AND OTHER OBLIGATIONS

Line No.	Name and character of obligation	Nominal date of issue	Date of maturity	INTEREST PROVISIONS		DOES OBLIGATION PROVIDE FOR— (Answer "Yes" or "No")			IS OTHER PROPERTY (REAL OR PERSONAL OR LEASEHOLD) SUBJECT TO LIEN OF THE OBLIGATION? (Answer "Yes" or "No")		APPROXIMATE NUMBER OF MILES OF LINE DIRECTLY SUBJECT TO—	
				Rate percent per annum (current year)	Dates due	Con- version	Call prior to maturity, other than for sinking fund	Sinking fund	First lien	Junior to first lien	First lien	Junior to first lien
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
	765 Funded Debt Unmatured											
1	(1)(a) Mortgage Bonds											
2	Series C	1-1-23	1-1-73	5	J1&J1	No	No	No				
3	Series D	7-1-26	7-1-76	4 1/2	J1&J1	No	No	No				
4	Series N	7-1-45	1-1-90	3 1/8	J1&J1	No	Yes	Yes	Yes	No	7,448	-0-
5	Series O	7-1-45	1-1-2000	3 1/8	J1&J1	No	Yes	Yes				
6	Series P	1-1-46	1-1-82	2 3/4	J1&J1	No	Yes	Yes				
7	Series Q	1-1-46	1-1-2000	2 5/8	J1&J1	No	Yes	Yes				
8	Total Mortgage Bonds											
9	(5) Misc. obligations:											
10	D.G. and P.E. Senft	7-7-67	7-7-70	5	July 7	No	No	No				
11	Amanda Fagerholdt-Cont.	8-31-67	9-1-69	5	Sept. 1	No	No	No				
12	The First National Bank											
13	of St. Paul - Note	11-15-69	11-15-71	8 1/2	Qrtly.	No	Yes	No				
14	Gail Steenstrup - Cont.	9-1-69	9-1-71	6	Sept. 1	No	No	No				
15	Minot Federal Savings and											
16	Loan Assoc.-Mortgage	9-1-69	9-1-83	6	Monthly	No	Yes	No				
17	Total Misc. obligations											
18	Total Account 765											
19	766 Equipment obligations:											
20	(4)(a) Equipment Securities											
21	1954	2-1-54	S2-1-69	2 3/4	A1&F1	No	No	No				
22	1954 - Second	12-1-54	S12-1-69	2 5/8	J1&D1	No	No	No				
23	1956	4-1-56	S4-1-71	3 3/8	O1&A1	No	No	No				
24	1957	3-1-57	S3-1-72	3 3/4	S1&M1	No	No	No				
25	1957 - Second	8-1-57	S8-1-72	4 1/4	F1&A1	No	No	No				
26	1958	2-1-58	S2-1-73	3 1/2	A1&F1	No	No	No				
27	1958 - Second	9-1-58	S9-1-73	4	M1&S1	No	No	No				
28	1958 - Third	12-1-58	S12-1-73	4 1/8	J1&D1	No	No	No				
29	1959	5-1-59	S5-1-74	4 1/2	N1&M1	No	No	No				
30	1960	2-1-60	S2-1-75	5	A1&F1	No	No	No				
31	1960 - Second	3-1-60	S3-1-75	4 7/8	S1&M1	No	No	No				
32	1961	3-1-61	S3-1-76	4	S1&M1	No	No	No				
33	1962	5-1-62	S5-1-77	4	N1&M1	No	No	No				
34	1963	3-1-63	S3-1-78	4 1/8	S1&M1	No	No	No				
35	1963 - Second	6-1-63	S6-1-78	4	D1&J1	No	No	No				
36	1964	3-1-64	S3-1-79	4 1/8	S1&M1	No	No	No				
37	1964 - Second	5-1-64	S5-1-79	4 1/4	N1&M1	No	No	No				
38	1965	2-1-65	S2-1-80	4 1/8	A1&F1	No	No	No				
39	1965 - Second	4-15-65	S4-15-80	4 1/4	O15&A15	No	No	No				
40	1965 - Third	6-15-65	S6-15-80	4 1/4	D15&J15	No	No	No				
41	1966 - First	1-1-66	S1-1-81	4 5/8	J1&J1	No	No	No				
42	1966 - Second	4-1-66	S4-1-81	5 1/4	O1&A1	No	No	No				
43	1967 - First	3-1-67	S3-1-82	5	S1&M1	No	No	No				
44	1967 - Second	7-1-67	S7-1-82	5 1/2	J1&J1	No	No	No				
45	1967 - Third	8-1-67	S8-1-82	5 7/8	F1&A1	No	No	No				
46	1968 - First	3-1-68	S3-1-83	6	S1&M1	No	No	No				
47	1968 - Second	10-1-68	S10-1-83	6	A1&O1	No	No	No				
48	1968 - Third	12-1-68	S12-1-83	6 1/2	J1&D1	No	No	No				
49	1969 - First	9-1-69	S9-1-84	7 1/2	M1&S1	No	No	No				
50												
51	(4)(c) Conditional Sale Contract:											
52	The First Trust Co. of											
53	St. Paul	6-1-68	S6-1-83	7	D1&J1	No	No	No				
54	Total Account 766											
55												
56												
									XXXX	XXXX	XXXX	XXXX

218. FUNDED DEBT AND OTHER OBLIGATIONS—Continued

Total amount nominally and actually issued	AMOUNT NOMINALLY ISSUED AND—			AMOUNT REACQUIRED AND—			TOTAL AMOUNT ACTUALLY OUTSTANDING			Line No.
	Held in special funds or in treas- ury or pledged (Identify pledged securities by symbol "P", matured by symbol "M")	Canceled	Total amount actually issued	Canceled through sinking fund or otherwise canceled (Identify canceled through sinking fund by symbol "S")	Held in special funds or in treas- ury or pledged (Identify pledged securities by symbol "P", matured by symbol "M")	Unmatured (accounts 765, 766, and 767)	Unmatured (account 764)	Matured and no provision made for payment (account 768)		
									(m)	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
15 000 000			15 000 000	845 100		14 154 900				1
15 000 000			15 000 000	492 000		14 508 000				2
37 500 000			37 500 000			37 500 000				3
37 500 000			37 500 000			37 500 000				4
40 000 000			40 000 000			40 000 000				5
35 000 000			35 000 000			35 000 000				6
180 000 000			180 000 000	1 337 100		178 662 900				7
										8
8 000			8 000	4 000			4 000			9
10 395			10 395	10 395						10
										11
1 600 000			1 600 000	560 000		720 000	320 000			12
17 784			17 784			8 892	8 892			13
										14
32 852			32 852			31 484	1 368			15
1 669 031			1 669 031	574 395		760 376	334 260			16
181 669 031			181 669 031	1 911 495		179 423 276	334 260			17
										18
										19
5 070 000			5 070 000	5 070 000						20
8 880 000			8 880 000	8 880 000						21
6 600 000			6 600 000	5 940 000		220 000	440 000			22
4 140 000			4 140 000	3 450 000		414 000	276 000			23
4 950 000			4 950 000	3 960 000		660 000	330 000			24
5 700 000			5 700 000	4 370 000		950 000	380 000			25
2 610 000			2 610 000	1 914 000		522 000	174 000			26
3 390 000			3 390 000	2 486 000		678 000	226 000			27
4 590 000			4 590 000	3 213 000		1 071 000	306 000			28
4 140 000			4 140 000	2 622 000		1 242 000	276 000			29
4 740 000			4 740 000	3 002 000		1 422 000	316 000			30
5 100 000			5 100 000	2 890 000		1 870 000	340 000			31
1 395 000			1 395 000	651 000		651 000	93 000			32
5 250 000			5 250 000	2 100 000		2 800 000	350 000			33
6 600 000			6 600 000	2 640 000		3 520 000	440 000			34
5 400 000			5 400 000	1 800 000		3 240 000	360 000			35
3 300 000			3 300 000	1 100 000		1 980 000	220 000			36
7 005 000			7 005 000	1 868 000		4 670 000	467 000			37
6 975 000			6 975 000	1 860 000		4 650 000	465 000			38
5 400 000			5 400 000	1 440 000		3 500 000	360 000			39
2 145 000			2 145 000	572 000		1 573 000				40
9 000 000			9 000 000	1 800 000		6 500 000	600 000			41
8 490 000			8 490 000	1 132 000		6 792 000	566 000			42
5 550 000			5 550 000	740 000		4 440 000	370 000			43
4 695 000			4 695 000	626 000		3 756 000	313 000			44
4 695 000			4 695 000	313 000		4 069 000	313 000			45
2 130 000			2 130 000	142 000		1 846 000	142 000			46
3 375 000			3 375 000	225 000		2 925 000	225 000			47
8 355 000			8 355 000			7 798 000	557 000			48
										49
										50
										51
										52
2 317 751			2 317 751	154 517		2 008 717	154 517			53
151 987 751			151 987 751	66 960 517		75 967 717	9 059 517			54
333 656 782			333 656 782	68 872 012		255 390 993	9 393 777			55

R-1 1969 GREAT NORTHERN RAILWAY COMPANY 2 of 3

212. FUNDED DEBT AND OTHER OBLIGATIONS—Continued

Line No.	Name and character of obligation (List on same lines and in same order as on page 234)	AMOUNT OF INTEREST ACCRUED DURING YEAR								Total amount of interest in default	
		Charged to income				Charged to investment accounts					Amount of interest paid during year
		(v)		(w)		(x)		(y)			
	765 Funded Debt Unmatured	\$		\$		\$		\$			
1	(1)(a) Mortgage Bonds										
2	Series C		707 745				707 513				
3	Series D		652 860				652 950				
4	Series N	1	171 875			1	171 703				
5	Series O	1	171 875			1	171 516				
6	Series P	1	100 000			1	099 986				
7	Series Q		918 750				919 131				
8	Total Mortgage Bonds	5	723 105			5	722 799				
9	(5) Misc. Obligations:										
10	D. G. and P. E. Senft		300				400				
11	Amanda Fagerholdt - Cont.		152				260				
12	The First National Bank										
13	of St. Paul - Note	73	577			72	245				
14	Gail Steenstrup - Cont.		356								
15	Minot Federal Savings and										
16	Loan Assoc. - Mortgage		674				674				
17	Total Misc. Obligations	75	059			73	579				
18	Total Account 765	5	798 164			5	796 378				
19	766 Equipment Obligations:										
20	(4)(a) Equipment Securities										
21	1954		387			2	323				
22	1954 - Second	16	361			11	656				
23	1956	29	700			33	412				
24	1957	30	188			33	638				
25	1957 - Second	46	750			52	594				
26	1958	50	983			56	577				
27	1958 - Second	30	740			33	060				
28	1958 - Third	43	505			41	890				
29	1959	69	998			72	225				
30	1960	80	500			86	125				
31	1960 - Second	91	147			96	257				
32	1961	94	067			99	100				
33	1962	31	100			32	180				
34	1963	132	343			136	989				
35	1963 - Second	165	733			163	160				
36	1964	150	974			155	923				
37	1964 - Second	96	517			98	075				
38	1965	213	506			221	427				
39	1965 - Second	223	152			227	375				
40	1965 - Third	175	313			169	448				
41	1966 - First	79	365			82	671				
42	1966 - Second	385	875			393	435				
43	1967 - First	372	617			382	051				
44	1967 - Second	274	725			282	480				
45	1967 - Third	249	779			257	442				
46	1968 - First	266	050			272	460				
47	1968 - Second	125	492			127	800				
48	1968 - Third	210	031			214	598				
49	1969 - First	206	554			(3	481)				
50											
51	(4)(c) Conditional Sale Contracts:										
52	The First Trust Co. of										
53	St. Paul		155 933				156 834				
54	Total Account 766	4	093 385			3	989 724				
55		9	891 549			9	786 102				
56	GRAND TOTAL										

218. FUNDED DEBT AND OTHER OBLIGATIONS—Concluded

SECURITIES ISSUED DURING YEAR										SECURITIES REACQUIRED DURING YEAR						Line No.
Purpose of the issue and authority (a)	Par value (aa)			Net proceeds received for issue (cash or its equivalent) (bb)			Expense of issuing securities (cc)			AMOUNT REACQUIRED						
										Par value (dd)			Purchase price (ee)			
	\$			\$			\$			\$			\$			
																1
																2
																3
																4
																5
																6
																7
																8
													4 000	4 000		9
													5 197	5 197		10
																11
																12
Railway facilities			17 784			17 784							320 000	320 000		13
																14
Railway facilities			32 852			32 852										15
			50 636			50 636							329 197	329 197		16
			50 636			50 636							329 197	329 197		17
																18
																19
													169 000	169 000		20
													592 000	592 000		21
													440 000	440 000		22
													276 000	276 000		23
													330 000	330 000		24
													380 000	380 000		25
													174 000	174 000		26
													226 000	226 000		27
													306 000	306 000		28
													276 000	276 000		29
													315 000	316 000		30
													340 000	340 000		31
													93 000	93 000		32
													350 000	350 000		33
													440 000	440 000		34
													360 000	360 000		35
													220 000	220 000		36
													467 000	467 000		37
													465 000	465 000		38
													360 000	360 000		39
													143 000	143 000		40
													600 000	600 000		41
													566 000	566 000		42
													370 000	370 000		43
													313 000	313 000		44
													313 000	313 000		45
													142 000	142 000		46
Purchase of equipment													225 000	225 000		47
I.C.C. Finance Docket No. 25787 (46)	8	355	000	✓	8	278	134			9330			225 000	225 000		48
										88 196			409 252 000			49
																50
																51
																52
																53
													154 517	154 517		54
			8 355 000			8 278 134			86 196	9	406 517		9 406 517			55
GRAND TOTAL			8 405 636			8 328 770			86 196	9	735 714		9 735 714			56

219. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

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

column (b) show the classes of equipment and the number of units covered by the obligation. In column (c) show the contract price at which the equipment is acquired, and in column (d) the amount of cash paid upon acceptance of the equipment.

Line No.	Designation of equipment obligation (List names in the same order as in schedule 218) (a)	Description of equipment covered (b)	Contract price of equipment acquired (c)			Cash paid on acceptance of equipment (d)		
			\$			\$		
1	Equipment Trust of 1954	37 Diesel locomotive units	6	358	749	1	288	749
2	Second Equipment Trust	5 Full dome lounge cars - 12 Dome coaches						
3	of 1954	- 1000 Box cars	11	171	030	2	291	030
4	Equipment Trust of 1956	1000 Box cars	8	406	787	1	806	787
5	Equipment Trust of 1957	28 Diesel locomotive units - 25 Tank cars	5	258	993	1	118	993
6	Second Equipment Trust							
7	of 1957	500 Box cars - 200 Gondola cars -						
8		25 Airslide hopper cars	6	296	811	1	346	811
9	Equipment Trust of 1958	15 Diesel locomotive units - 150 Hopper						
10		cars - 250 Box cars	7	400	673	1	700	673
11	Second Equipment Trust	250 Box cars - 30 Flat cars - 20 Rack cars -						
12	of 1958	7 Hopper cars	3	267	351		657	351
13	Third Equipment Trust	500 Box cars - 8 Hopper cars	4	268	403		878	403
14	of 1958							
15	Equipment Trust of 1959	500 Box cars	5	846	043	1	256	043
16	Equipment Trust of 1960	75 Covered Hopper cars - 10 Flat cars -						
17		250 Box cars - 25 Gondola cars - 100						
18		Open top hopper cars - 13 Flat cars	5	223	748	1	083	748
19	Second Equipment Trust	500 Box cars - 7 Flat cars - 14 Airslide						
20	of 1960	covered hopper cars	5	969	480	1	229	480
21	Equipment Trust of 1961	550 Box cars - 1 Hopper car	6	487	639	1	387	639
22	Equipment Trust of 1962	40 Covered hopper cars - 10 Aluminum						
23		covered hopper cars - 50 Tank cars	1	756	162		361	162
24	Equipment Trust of 1963	17 Diesel locomotive units - 20 Airslide						
25		covered hopper cars - 250 Box cars	6	575	886	1	325	886
26	Second Equipment Trust	500 Box cars - 40 Flat cars - 45 Hopper cars	8	364	832	1	826	758
27	of 1963							
28	Equipment Trust of 1964	18 Diesel locomotive units - 200 Box cars -						
29		2 Flat cars	6	800	684	1	400	684
30	Second Equipment Trust	50 Tank cars - 50 Covered hopper cars -						
31	of 1964	25 Flat cars - 100 Gondola cars - 50						
32		Covered hopper cars	4	181	079		881	078
33	Equipment Trust of 1965	303 Box cars - 100 Covered hopper cars -						
34		15 Diesel locomotive units	8	771	140	1	766	140
35	Second Equipment Trust	100 Box cars - 15 Diesel locomotive units -						
36	of 1965	200 Covered hopper cars - 50 Woodchip						
37		cars - 10 Flat cars	8	818	506	1	846	948
38	Third Equipment Trust	100 Gondola cars - 303 Flat cars - 75 Box						
39	of 1965	cars	6	776	747	1	376	747
40	First Equipment Trust of	25 Covered hopper cars - 150 Woodchip cars	2	748	793		603	793
41	1966							
42	Second Equipment Trust	200 Covered hopper cars - 300 Box cars -						
43	of 1966	12 Diesel locomotive units - 52						
44		Gondola cars	11	269	737	2	269	737
45	First Equipment Trust	10 Diesel locomotive units - 100 Gondola						
46	of 1967	cars - 100 Flat cars - 300 Box cars	10	626	348	2	136	348
47	Second Equipment Trust	8 Diesel locomotive units - 300 Hopper						
48	of 1967	cars - 1 Flat car	6	952	989	1	402	989
49	Third Equipment Trust	10 Diesel locomotive units - 300 Hopper						
50	of 1967	cars	5	961	225	1	266	225
51	First Equipment Trust	200 Hopper cars - 15 Covered hopper cars -						
52	of 1968	150 Flat cars	5	906	970	1	211	970
53	Second Equipment Trust	150 Box cars	2	732	819		602	819
54	of 1968							
55	Third Equipment Trust	300 Covered hopper cars - 2 Flat cars	4	236	293		861	293
56	of 1968							

220. INTEREST ON INCOME BONDS

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

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

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

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

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

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

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

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

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

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

AMOUNT OF INTEREST—Concluded

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

219. Equipment Covered by Equipment Obligations

First Equipment Trust of 1969	150 Box cars - 125 Woodchip cars - 200 Mechanical refrigerator cars	\$10,093,240	\$2,018,648
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<u>Conditional Sale Contract</u>	<u>Contract Price of Equipment Acquired</u>	<u>Cash Paid on Acceptance of Equipment</u>
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First Trust Company of 1969	100 Woodchip cars - 20 Flat cars - 20 Cabooses	\$2,317,751	-0-
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222. AMOUNTS PAYABLE TO AFFILIATED COMPANIES

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

Line No.	Name of creditor company (a)	Rate of interest (b)	Balance at beginning of year (c)			Balance at close of year (d)			Interest accrued during year (e)			Interest paid during year (f)		
			%	\$		\$			\$			\$		
1														
2														
3														
4	NONE													
5														
6														
7														
8														
9														
10														
			TOTAL											

NOTES AND REMARKS

223. ITEMS IN SELECTED CURRENT LIABILITY ACCOUNTS

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

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

Line No.	Account No. (a)	Item (b)	Amount (c)		
1	751	Loans and notes payable	\$	NONE	
2					
3					
4	759	Accrued accounts payable:			
5		Pension plan contribution		283	250
6		Estimated loss and damage, personal injury and overcharge claims	5	325	000
7		Estimated vacation pay	8	750	000
8		Estimated unaudited liabilities	2	017	117
9		Estimated amounts payable to other carriers	4	015	073
10		Estimated liability for material received		827	264
11					
12		Total account 759		21	217 704
13					
14	763	Other current liabilities:			
15		Deposits for construction of private facilities		285	978
16		Prepaid freight charges	4	134	735
17		U.S. Savings Bonds - Employee deductions		223	871
18		Funded debt maturities:			
19		Great Northern Ry. Equipment Trust of 1966		143	000
20		Other items, each less than \$100,000		43	592
21					
22		Total account 763		4	831 176
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					

224. FEDERAL INCOME AND OTHER TAXES ACCRUED

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

Line No.	Kind of tax (a)	Previous years (b)			Current year (c)			Balance at close of year (d)		
		\$			\$			\$		
1	Federal income taxes (532 or other accounts).....	6	550	079	950	000		7	500	079
2	Federal excess profits taxes (532 or other accounts).....									
3	TOTAL (account 760).....	6	550	079	950	000		7	500	079
4	Railway property State and local taxes (532).....				6	447	656	6	447	656
5	Old-age retirement (532).....				1	530	823	1	530	823
6	Unemployment insurance (532).....				958	529		958	529	
7	Miscellaneous operating property (535).....									
8	Miscellaneous tax accruals (544).....									
9	All other taxes.....				187	987		187	987	
10	TOTAL (account 761).....				9	124	995	9	124	995

NOTES AND REMARKS

225. ITEMS IN SELECTED RESERVE AND OTHER LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 774, "Casualty and other reserves"; 782, "Other liabilities"; and 784, "Other deferred credits," at the close of the year. Show creditor (or class of creditors) for deferred liabilities, and appropriate description of each class of operating reserve and for items of deferred credits. Show each item (or the aggregate of a class of items of like description) amounting to \$100,000 or more. Each item or class

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

Line No.	Account No. (a)	Item (b)	Amount (c)		
			\$		
1	774	Casualty and other reserves:			
2		Estimated loss and damage, personal injury and overcharge claims	2	425	000
3		Merger expense	3	612	831
4					
5		Total Account 774	6	037	831
6					
7					
8	782	Other liabilities:			
9		Contractors retained percentages		155	493
10		Deposits for construction of side tracks		123	790
11		The Midland Ry. Co. of Manitoba-Funds on deposit - Not Current		455	050
12		Other items, each less than \$100,000		75	279
13					
14		Total Account 782		809	612
15					
16					
17	784	Other deferred credits			
18		Other items, each less than \$100,000		395	673
19					
20		Total Account 784		395	673
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					

NOTES AND REMARKS

228. CAPITAL STOCK

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

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

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

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

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

For the purposes of this report, capital stock and other securities are considered to be *nominally issued* when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be *actually*

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

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

PREFERRED STOCK														
Line No.	Class of stock	Date issue was authorized	Par value per share (if non-par, so state)	Dividend rate specified in contract	Total amount of accumulated dividends			CUMULATIVE		Noncumulative ("Yes" or "No")	OTHER PROVISIONS OF CONTRACT			
								To extent earned ("Yes" or "No")	Fixed \$ rate or percent specified by contract		Convertible ("Yes" or "No")	Callable or redeemable ("Yes" or "No")	PARTICIPATING DIVIDENDS	
													Fixed amount or percent (Specify)	Fixed ratio with common (Specify)
	(a)	(b)	(c)	(d)	(e)			(f)	(g)	(h)	(i)	(j)	(k)	(l)
			\$		\$									
1	Common			XXXXX	XX	XX	XX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX
2	Full Share Certificates	7-2-54	No Par	XXXXX	XX	XX	XX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX
3	Fractional Script	7-2-54	No Par	XXXXX	XX	XX	XX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX
4				XXXXX	XX	XX	XX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX
5	Preferred	NONE												
6														
7														
8	Debenture	NONE												
9														
10	Receipts outstanding for installments paid*													
11	NONE													
12														
13	TOTAL			XXXXX	XXXXX			XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX

PAR VALUE OF PAR-VALUE STOCK OR NUMBER OF SHARES OF NONPAR STOCK										STOCK ACTUALLY OUTSTANDING AT CLOSE OF YEAR				
Line No.	Authorized	Authenticated	NOMINALLY ISSUED AND		Actually issued	REACQUIRED AND		Number of shares	Par value of par-value stock		Book value of stock without par value			
			Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P")	Canceled		Canceled	Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P")		\$	\$	\$	\$		
			(a)	(b)		(c)	(d)							
	(Shares)	(Shares)	(Shares)	(Shares)	(Shares)	(Shares)	(Shares)	(Shares)						
1														
2	7 500 000	6 208 916	22		6 208 894		47 208	6 161 686			271 802	609		
3		41			41			41			2 050			
4														
5														
6														
7														
8														
9														
10														
11														
12														
13	7 500 000	6 208 957	22		6 208 935		47 208	6 161 727			271 804	659		

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

229. CAPITAL STOCK CHANGES DURING THE YEAR

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

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

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

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

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

Outstanding should be given in columns (d), (i), and (j).

Line No.	Class of stock	STOCKS ISSUED DURING YEAR				
		Date of issue	Purpose of the issue and authority	Par value (for nonpar stock show the number of shares)		Net proceeds received for issue (cash or its equivalent)
				(d)		
	(a)	(b)	(c)	(Shares)		(e)
1	Common Stock					
2	Full Share					
3	Certificates	7-2-54	Sold to participants under respondent's			
4			Restricted Stock Option Plan upon exercise			
5			of options I.C.C. Order dated February 6,			
6			1952 in F.D. No. 17570 as amended			
7			May 6, 1954		1 200	52 450
8						
9						
10						
11						
12						
13						
14						
15			TOTAL		1 200	52 450

Line No.	STOCKS ISSUED DURING YEAR—Concluded						STOCKS REACQUIRED DURING YEAR						Remarks				
	Cash value of other property acquired or services received as consideration for issue			Net total discounts (in black) or premiums (in red). Excludes entries in column (h)			Expense of issuing capital stock			Par value (For nonpar stock show the number of shares)				Purchase price			
	(f)			(g)			(h)			(i)				(j)			(k)
	\$			\$			\$			\$				\$			
1																	
2																	
3																	
4																	
5																	
6																	
7						485											
8																	
9																	
10																	
11																	
12																	
13																	
14																	
15						485											
16																	

230. STOCK LIABILITY FOR CONVERSION OF SECURITIES OF OTHER COMPANIES

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

NONE

231. CAPITAL SURPLUS

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

Line No.	Item (a)	Contra account number (b)	ACCOUNT NO.					
			784. Premiums and Assessments on Capital Stock (c)		796. Paid-In Surplus (d)		798. Other Capital Surplus (e)	
			\$	- 0 -	\$	1 106 001	\$	- 0 -
1	Balance at beginning of year.....	x x x						
2	Additions during the year (describe):							
3								
4								
5								
6								
7	Total additions during the year.....	x x x						
8	Deductions during the year (describe):							
9	Difference between stated value of shares and							
10	option price under Stock Option Plan	791				485		
11								
12	Total deductions.....	x x x		- 0 -		1 105 516		- 0 -
13	Balance at close of year.....	x x x						

232. RETAINED INCOME—APPROPRIATED

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

Line No.	Class of appropriation (a)	Credits during year (b)		Debits during year (c)		Balance at close of year (d)	
		\$		\$		\$	
31	Additions to property through retained income						
32	Funded debt retired through retained income						
33	Sinking fund reserves	1 125 000		1 125 000		1 125 000	
34	Miscellaneous fund reserves						
35	Retained income—Appropriated not specifically invested						
36	Other appropriations (specify):						
37							
38							
39							
40							
41							
42							
43							
44							
45							
46	TOTAL	1 125 000		1 125 000		1 125 000	

233. CONTINGENT ASSETS AND LIABILITIES

1. Give particulars with respect to contingent assets and liabilities, at the close of the year, in accordance with Instruction 6—6 in the Uniform System of Accounts for Railroad Companies, Issue of 1962, that are not reflected in the accounts of the respondent and the value of the item amounts to \$100,000 or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

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

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

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

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

Line No.	Item (a)	Amount (b)	
1	CONTINGENT LIABILITIES	\$	
2			
3	At December 31, 1969, the Company was liable as guarantor, individually		
4	or jointly with others, of certain obligations of affiliated companies amounting		
5	to \$18,809,000. In addition, the Company is contingently liable as guarantor,		
6	together with other participating companies, of the obligations of Trailer Train		
7	Company. At December 31, 1969 such obligations aggregated approximately		
8	\$56,190,000.		
9			
10	The Company carries a service interruption policy under which it will		
11	be entitled to indemnity for certain work-stoppage losses. Additional premiums,		
12	in the maximum amount of \$3,910,640, may be required if other railroads holding		
13	similar policies sustain such losses.		
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300. INCOME ACCOUNT FOR THE YEAR

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

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

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

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$	XX	XX	\$	XX	XX	\$	XX	XX
	ORDINARY ITEMS									
1	OPERATING INCOME	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
2	RAILWAY OPERATING INCOME	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
3	(501) Railway operating revenues (p. 303)	289	124	637	266	304	851			
4	(531) Railway operating expenses (p. 310)	237	692	734	217	280	462			
5	Net revenue from railway operations	51	431	903	49	024	389			
6	(532) Railway tax accruals (p. 317)	30	090	128	26	632	633			
7	Railway operating income	21	341	775	22	391	756			
8	RENT INCOME	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
9	(503) Hire of freight cars—Credit balance (p. 319)		160	130		186	501			
10	(504) Rent from locomotives (p. 320)		558	788		787	579			
11	(505) Rent from passenger-train cars (p. 320)									
12	(506) Rent from floating equipment		29	631		36	131			
13	(507) Rent from work equipment		1	471		1	563			
14	(508) Joint facility rent income		2	220		2	573			
15	Total rent income		2	220		2	573			
16	RENTS PAYABLE	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
17	(536) Hire of freight cars—Debit balance (p. 319)		364	856		929	388			
18	(537) Rent for locomotives (p. 320)		757	516		221	337			
19	(538) Rent for passenger-train cars (p. 320)		567	739		716	418			
20	(539) Rent for floating equipment									
21	(540) Rent for work equipment		7	816		8	134			
22	(541) Joint facility rents		2	616		2	515			
23	Total rents payable		4	314		4	391			
24	Net rents (lines 15, 23)		(2	093		(1	817			
25	Net railway operating income (lines 7, 24)		19	248		20	574			
26	OTHER INCOME	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
27	(502) Revenues from miscellaneous operations (p. 231)									
28	(509) Income from lease of road and equipment (p. 318)		4	175		3	784			
29	(510) Miscellaneous rent income (p. 318)		1	041		966	187			
30	(511) Income from nonoperating property (p. 231)		674	784		618	440			
31	(512) Separately operated properties—Profit (p. 319)		26	385		55	117			
32	(513) Dividend income		7	406		7	071			
33	(514) Interest income		4	639		4	032			
34	(516) Income from sinking and other reserve funds		115	550		85	284			
35	(517) Release of premiums on funded debt									
36	(518) Contributions from other companies									
37	(519) Miscellaneous income (p. 323)		1	421		565	690			
38	Total other income		15	329		13	398			
39	Total income (lines 25, 38)		34	577		33	972			
40	MISCELLANEOUS DEDUCTIONS FROM INCOME	XXX	XX	XX	XXX	XX	XX	XXX	XX	XX
41	(534) Expenses of miscellaneous operations (p. 231)									
42	(535) Taxes on miscellaneous operating property (p. 231)									
43	(543) Miscellaneous rents (p. 322)		52	221		56	321			
44	(544) Miscellaneous tax accruals (p. 231)		330	769		305	821			
45	(545) Separately operated properties—Loss (p. 319)									
46	(549) Maintenance of investment organization									
47	(550) Income transferred to other companies									
48	(551) Miscellaneous income charges (p. 323)		847	914		1	991			
49	Total miscellaneous deductions		1	230		2	353			
50	Income available for fixed charges (lines 39, 49)		33	346		31	619			

300. INCOME ACCOUNT FOR THE YEAR—Continued

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

3. Returns for the year reported on lines 1 to 25, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's Rules Governing the Separation of Railway Operat-

ing Expenses, Taxes, Equipment Rents and Joint Facility Rents, effective January 1, 1953. (See Notes A and B.)

4. Any unusual accruals involving substantial amounts included in column (b) on lines 9 to 22, inclusive, should be fully explained in a footnote.

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

RAIL-LINE, INCLUDING WATER TRANSFERS																					
Related solely to freight service (e)			Apportioned to freight service (f)			Total freight service (g)			Related solely to passenger and allied services (h)			Apportioned to passenger and allied services (i)			Total passenger service (j)			Other items not related to either freight or to passenger and allied services (k)			Line No.
\$			\$			\$			\$			\$			\$			\$			
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2
270	443	250	xx	xx	xx	270	443	250	18	681	387	xx	xx	xx	18	681	387	xx	xx	xx	3
142	747	862	59	871	818	202	619	680	27	369	145	7	703	909	35	073	054				4
xx	xx	xx	xx	xx	xx	67	823	570	xx	xx	xx	xx	xx	xx	(16	391	667)				5
17	190	120	9	223	591	26	413	711	2	070	383	1	606	034	3	676	417				6
xx	xx	xx	xx	xx	xx	41	409	859	xx	xx	xx	xx	xx	xx	(20	068	084)				7
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	8
	159	830					159	830			300					300					9
										558	788					558	788				10
																					11
				28	150		28	150					1	481		1	481				12
	475	012		516	608		991	620		312	726		167	551		480	277				13
xx	xx	xx	xx	xx	xx	1	179	600	xx	xx	xx	xx	xx	xx	1	040	846				14
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	15
	364	856					364	856													16
	749	429					749	429													17
																					18
																8	087				19
																567	739				20
																					21
				7	425		7	425									391				22
	808	192	1	026	392	1	834	584								781	526				23
xx	xx	xx	xx	xx	xx	2	956	294	xx	xx	xx	xx	xx	xx	1	357	743				24
xx	xx	xx	xx	xx	xx	(1	776	694)	xx	xx	xx	xx	xx	xx		(316	897)				25
xx	xx	xx	xx	xx	xx	39	633	165	xx	xx	xx	xx	xx	xx	(20	384	981)				26

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

300. INCOME ACCOUNT FOR THE YEAR—Continued

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

3. Returns for the year reported on lines 1 to 25, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's Rules Governing the Separation of Railway Operat-

ing Expenses, Taxes, Equipment Rents and Joint Facility Rents, effective January 1, 1953. (See Notes A and B.)

4. Any unusual accruals involving substantial amounts included in column (b) on lines 9 to 23, inclusive, should be fully explained in a footnote.

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

RAIL LINE, INCLUDING WATER TRANSFERS

Related solely to freight service (e)			Apportioned to freight service (f)			Total freight service (g)			Related solely to passenger and allied services (h)			Apportioned to passenger and allied services (i)			Total passenger service (j)			Other items not related to either freight or to passenger and allied services (k)			Line No.
\$			\$			\$			\$			\$			\$			\$			
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	1
270	257	726	XX	XX	XX	270	257	726	18	866	911	XX	XX	XX	18	866	911	XX	XX	XX	2
142	757	896	59	862	854	202	620	750	27	368	968	7	703	016	35	071	984				3
XX	XX	XX	XX	XX	XX	67	636	976	XX	XX	XX	XX	XX	XX	(16	205	073)	16	370	597	4
17	190	120	9	223	591	26	413	711	2	070	383	1	606	034	3	676	417				5
XX	XX	XX	XX	XX	XX	41	223	265	XX	XX	XX	XX	XX	XX	(19	881	490)				6
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	7
	159	830					159	830			300					300					8
										558	788					558	788				9
				28	150		28	150					1	481		1	481				10
	475	012		516	608		991	620		312	726		167	551		480	277				11
XX	XX	XX	XX	XX	XX	1	179	600	XX	XX	XX	XX	XX	XX	1	040	846				12
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	13
	364	856					364	856													14
	749	429					749	429		8	087					8	087				15
										567	739					567	739				16
				7	425		7	425					391			391					17
	808	192	1	026	392	1	834	584		492	874		288	652		781	526				18
XX	XX	XX	XX	XX	XX	2	956	294	XX	XX	XX	XX	XX	XX	1	357	743				19
XX	XX	XX	XX	XX	XX	(1	776	694)	XX	XX	XX	XX	XX	XX		(316	897)				20
XX	XX	XX	XX	XX	XX	39	446	571	XX	XX	XX	XX	XX	XX	(20	198	387)				21

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

Great Northern Railway Company

The Midland Railway Company of Manitoba (Operations of Great Northern Railway Company trains only over The Midland Railway Company of Manitoba and a proportion only of terminal expense of The Midland Railway Company of Manitoba and of rental, and maintenance and operation of the line leased by The Midland Railway Company of Manitoba).

300. INCOME ACCOUNT FOR THE YEAR—Concluded

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$			\$			\$		
81	FIXED CHARGES	x x	x x	x x	x x	x x	x x	x x	x x	x x
52	(542) Rent for leased roads and equipment (p. 321)		1	136		1	320			
53	(546) Interest on funded debt:	x x	x x	x x	x x	x x	x x	x x	x x	x x
54	(a) Fixed interest not in default		9	758		9	624			
55	(b) Interest in default			703			674			
56	(547) Interest on unfunded debt			2			2			
57	(548) Amortization of discount on funded debt			189			190			
58	Total fixed charges		9	951		9	819			
59	Income after fixed charges (lines 50, 58)		23	394		21	800			
60	OTHER DEDUCTIONS	x x	x x	x x	x x	x x	x x	x x	x x	x x
61	(546) Interest on funded debt:	x x	x x	x x	x x	x x	x x	x x	x x	x x
62	(c) Contingent interest									
63	Ordinary income (lines 59, 62)		23	394		21	800			
64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	x x	x x	x x	x x	x x	x x	x x	x x	x x
65	(570) Extraordinary items (net), (p. 323) —Dr.	(15	965	491)						
66	(580) Prior period items (net), (p. 323)									
67	(590) Federal income taxes on extraordinary and prior period items (p. 323) —Cr.	(3	094	459)						
68	Total extraordinary and prior period items —Dr.	(12	871	032)						
69	Net income transferred to Retained Income-Unappropriated (lines 63, 68)		10	523		21	800			
				762			053			

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

NOTES AND REMARKS

Extraordinary Charges

By orders dated November 30, 1967 and April 11, 1968, in Finance Docket No. 21478 sustained in subsequent court proceedings, the Interstate Commerce Commission authorized the merger of the Great Northern Railway Company, Northern Pacific Railway Company, Chicago, Burlington & Quincy Railroad Company, Pacific Coast R.R. Co. into Burlington Northern Inc., and lease of properties of the Spokane, Portland and Seattle Railway Company by Burlington Northern Inc.

In connection with this merger, the Interstate Commerce Commission approved, March 2, 1970, extraordinary charge to December 1969 accounts to provide a reserve for merger expenses. These expenses include merger related property retirements and recall of furloughed employees. Ordinary income for the fourth quarter is \$6,155,678, and \$23,394,704 for the entire year 1969. The extraordinary charge of \$15,965,491 has been recorded in Account 570 Extraordinary Items. The related deferred Federal Income Tax credit of \$3,094,459 has been recorded in Account 590 Federal Income Taxes on Extraordinary and Prior Period Items.

INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

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

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

The reporting carrier's share of the accumulated earnings and losses, since acquisition of majority-owned subsidiaries not consolidated in this report, amounted to \$18,560,617. This amount is included in the Great Northern Railway Company consolidated financial statements which are a part of the supplement to the Burlington Northern Inc. annual report to stockholders for the year 1969. The reporting carrier's share of accumulated and undistributed earnings and losses since acquisition of major unconsolidated affiliated companies, as of December 31, 1969, amounted to \$268,429,677. This amount is reported in the Great Northern Railway Company consolidated financial statements which are a part of the supplement to the Burlington Northern Inc. annual report to stockholders for the year 1969.

305. RETAINED INCOME--UNAPPROPRIATED

1. Show hereunder the items of the Retained Income Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be indicated in parentheses.
3. Indicate under "Remarks" the amount of assigned Federal income tax consequences, accounts 606 and 616.

Line No.	Item (a)	Amount (b)			Remarks (c)
	CREDITS				
1	(602) Credit balance transferred from Income (p. 301A) -----	\$ 10	523	762	
2	(606) Other credits to retained income -----				Net of Federal income taxes ----- \$ -0-
3	(622) Appropriations released -----	1	125	000	
4	Total -----	11	648	762	
	DEBITS				
5	(612) Debit balance transferred from Income (p. 301A) -----				
6	(616) Other debits to retained income -----	55	892	847	Net of Federal income taxes ----- \$ -0-
7	(620) Appropriations for sinking and other reserve funds -----	1	125	000	
8	(621) Appropriations for other purposes -----				
9	(623) Dividends (p. 302) -----	18	484	645	
10	Total -----	75	502	492	
11	Net increase during year* -----	(63	853	730)	
12	Balance at beginning of year (p. 201)* -----	437	059	531	
13	Balance at end of year (carried to p. 201)* -----	373	205	801	

* Amount in parentheses indicates debit balance.

Note.—See p. 323, schedule 39c, for analysis of Retained Income accounts.

308. DIVIDEND APPROPRIATIONS

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

2. If an obligation of any character has been incurred for the purpose of procuring funds for the payment of any dividend or for the purpose of

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

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

Line No.	Name of security on which dividend was declared (a)	Rate percent (par value stock) or rate per share (nonpar stock)		Total par value of stock or total number of shares of nonpar stock on which dividend was declared (d)	Dividends (account 623) (e)	DATES	
		Regular (b)	Extra (c)			Declared (f)	Payable (g)
1	Capital Stock - Common	\$.75		\$ 6 161 136	\$ 4 620 852	3-29-69	5-1-69
2	" " "	.75		6 161 686	4 621 265	5- 8-69	8-1-69
3	" " "	.75		6 161 686	4 621 264	9-19-69	11-1-69
4	" " "	.75		6 161 686	4 621 264	12-19-69	2-1-70
5							
6							
7							
8							
9							
10							
11							
12							
13							
					18 484 645		
					TOTAL		

310. RAILWAY OPERATING REVENUES

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

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

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

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

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

Line No.	Class of railway operating revenues	Amount of revenue for the year			RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS						Other revenues not assign- able to freight or to passenger and allied services			Remarks
					Assignable to freight service (c)			Assignable to passenger and allied services (d)						
(a)	(b)				(e)			(d)		(e)	(f)			
	TRANSPORTATION—RAIL LINE	\$			\$			\$		\$				
1	(101) Freight*	261	925	825	261	925	825							
2	(102) Passenger*	8	553	952			440	8	553	512	X X	X X	X X	
3	(103) Baggage		42	026					42	026	X X	X X	X X	
4	(104) Sleeping car		945	774					945	774	X X	X X	X X	
5	(105) Parlor and chair car		14	931					14	931	X X	X X	X X	
6	(106) Mail	9	156	745	1051	1	471	946	7	684	799	7499-75	X X	
7	(107) Express	1	108	615		1	034	518		74	097		X X	
8	(108) Other passenger-train†		117	243					117	243			X X	
9	(109) Milk		11	986			7	501		4	85		X X	
10	(110) Switching*	2	184	972		2	184	972					X X	
11	(113) Water transfers													
12	Total rail-line transportation revenue	284	062	069	266	625	202	17	436	867				
	INCIDENTAL				266	810	726	17	251	343				
13	(131) Dining and buffet		993	994					993	994				
14	(132) Hotel and restaurant		241	273		6	161		235	112	X X	X X	X X	
15	(133) Station, train, and boat privileges		34	567					34	567				
16	(135) Storage—Freight		25	568		25	568		X X	X X	X X	X X	X X	
17	(137) Demurrage		950	926		950	926		X X	X X	X X	X X	X X	
18	(138) Communication		31	475		24	132		7	343				
19	(139) Grain elevator								X X	X X	X X	X X	X X	
20	(141) Power													
21	(142) Rents of buildings and other property		291	924		220	390		71	534				
22	(143) Miscellaneous	2	463	263	2	361	264		101	992				
23	Total incidental operating revenue	5	032	990	3	588	441	1	444	549				
	JOINT FACILITY													
24	(151) Joint facility—Cr		149	773		92	486		57	287				
25	(152) Joint facility—Dr		120	195		48	403		71	792				
26	Total joint facility operating revenue	Cr.	29	578	Cr.	44	083	Dr.	14	505				
27	Total railway operating revenues	289	124	637	270	257	726	18	866	911				

*Report hereunder the charges to these accounts representing

A. Payments made to others for—

1. Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates \$ 1,351,435

(a) Of the amount reported for item A.1 55 % (to nearest whole number) represents payments for collection and delivery of LCL freight either in TOFC trailers or otherwise. The percentage reported is (check one): Actual (X) Estimated ()

2. Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement \$ 2,609,511

3. Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates) \$ 25,269

(a) Payments for transportation of persons \$ 379,704

(b) Payments for transportation of freight shipments

† Governmental aid for providing passenger commuter or other passenger-train service included in account 108, as provided by Order of October 7, 1965 None

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

1. Charges for service for the protection against heat \$ 1,096,323

2. Charges for service for the protection against cold \$ 141,510

320. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and analyzing them in accordance with the Commission's Rules Governing the Separation of Railway Operating Expenses, Taxes, Equipment Rents, and Joint Facility Rents. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	xx	xx
1	MAINTENANCE OF WAY AND STRUCTURES			
2	(201) Superintendence.....	4	340	237
3	(202) Roadway maintenance—Yard switching tracks.....		269	855
4	Roadway maintenance—Way switching tracks.....		119	456
5	Roadway maintenance—Running tracks.....	2	364	642
6	(206) Tunnels and subways—Yard switching tracks.....		—	—
7	Tunnels and subways—Way switching tracks.....		—	—
8	Tunnels and subways—Running tracks.....		114	527
9	(208) Bridges, trestles, and culverts—Yard switching tracks.....		3	981
10	Bridges, trestles, and culverts—Way switching tracks.....		1	880
11	Bridges, trestles, and culverts—Running tracks.....	1	595	193
12	(210) Elevated structures—Yard switching tracks.....		—	—
13	Elevated structures—Way switching tracks.....		—	—
14	Elevated structures—Running tracks.....		—	—
15	(212) Ties—Yard switching tracks.....		216	098
16	Ties—Way switching tracks.....	2,120,995	39	369
17	Ties—Running tracks.....		1	865 528
18	(214) Rails—Yard switching tracks.....		61	398
19	Rails—Way switching tracks.....	1,636,241	(3	107)
20	Rails—Running tracks.....		1	577 950
21	(216) Other track material—Yard switching tracks.....		40	466
22	Other track material—Way switching tracks.....		284	640
23	Other track material—Running tracks.....		1	797 625
24	(218) Ballast—Yard switching tracks.....		24	975
25	Ballast—Way switching tracks.....		(10	469)
26	Ballast—Running tracks.....		612	702
27	(220) Track laying and surfacing—Yard switching tracks.....		949	375
28	Track laying and surfacing—Way switching tracks.....		108	882
29	Track laying and surfacing—Running tracks.....		7	828 185
30	(221) Fences, snowsheds, and signs—Yard switching tracks.....		27	155
31	Fences, snowsheds, and signs—Way switching tracks.....			635
32	Fences, snowsheds, and signs—Running tracks.....		249	867
33	(227) Station and office buildings.....		1	441 877
34	(229) Roadway buildings.....		90	323
35	(231) Water stations.....		87	765
36	(233) Fuel stations.....		57	259
37	(235) Shops and engine houses.....		1	147 436
38	(237) Grain elevators.....			35
39	(239) Storage warehouses.....		—	—
40	(241) Wharves and docks.....		23	649
41	(243) Coal and ore wharves.....		610	924
42	(247) Communication systems.....		1	414 838
43	(249) Signals and interlockers.....		1	855 436
44	(253) Power plants.....		19	646
45	(257) Power-transmission systems.....		101	690
46	(265) Miscellaneous structures.....		17	360
47	(266) Road property—Depreciation (p. 312).....		4	622 024
48	(267) Retirements—Road (p. 312).....		379	792
49	(269) Roadway machines.....		1	703 123
50				
51				
52				

320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

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

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

Expenses related solely to freight service (c)			Common expenses appor- tioned to freight service (d)			Total freight expense (e)			Related solely to passen- ger and allied services (f)			Common expenses appor- tioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$	xx	xy	\$	xx	xy	\$	xx	xy	\$	xx	xy	\$	xx	xy	\$	xx	xy	\$	xx	xy	
591	359		3	555	439	4	146	798	3	837		189	602		193	439					1
212	126			50	146		262	272		41		7	542		7	583					2
119	456						119	456													3
927	966		1	314	768	2	242	734	10	000		111	908		121	908					4
																					5
																					6
19	924			87	751		107	675				6	852		6	852					7
3	148			806			3	954					27			27					8
1	880						1	880													9
698	219			781	773	1	479	992	31	044		84	157		115	201					10
																					11
																					12
																					13
87	672			118	846		206	518		284		9	296		9	580					14
39	369						39	369													15
828	267			944	843	1	773	110	2	406		90	012		92	418					16
58	956			2	404		61	360		21			17			38					17
(3	107)						(3	107)													18
314	973		1	156	209	1	471	182		894		105	874		106	768					19
175	162			97	355		272	517		2	707		9	416		12	123				20
40	466						40	466													21
726	785			978	592	1	705	377	4	008		88	240		92	248					22
13	435			10	992		24	427		100			448			548					23
(10	469)						(10	469)													24
351	184			242	406		593	590		(5)		19	117		19	112					25
647	522			241	916		889	438	6	486		53	451		59	937					26
108	882						108	882													27
3	601	849	3	873	432	7	475	281	14	044		338	860		352	904					28
15	678			10	518		26	196					959			959					29
635							635														30
121	189			117	940		239	129		111		10	627		10	738					31
438	125			723	467	1	161	592	125	040		155	245		280	285					32
37	843			50	444		88	287				2	036		2	036					33
28	005			49	094		77	099				10	666		10	666					34
17	262			33	276		50	538				6	721		6	721					35
255	953			699	746		955	699	25	487		166	250		191	737					36
35							35														37
																					38
23	649						23	649													39
610	924						610	924													40
198	000		1	063	385	1	261	385				153	453		153	453					41
172	437		1	545	085	1	717	522	7	582		130	332		137	914					42
1	382			15	003		16	385				3	261		3	261					43
30	206			54	000		84	206	4	596		12	888		17	484					44
5	530			9	328		14	858		782		1	720		2	502					45
1	823	894	2	428	604	4	252	498	114	590		254	936		369	526					46
180	940			134	600		315	540	56	448		7	804		64	252					47
66	321		1	586	059	1	652	380				50	743		50	743					48
																					49
																					50
																					51
																					52

320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

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

RAIL LINE EXPENSES, INCLUDING WATER TRANSFERS																			Line No.			
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)				
\$			\$			\$			\$			\$			\$			\$				
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx		
	591	359		3	555	439		4	146	798			3	837		189	602		193	439		
	212	126			50	146			262	272				41		7	542		7	583		
	119	456							119	456												
	927	966		1	314	768		2	242	734			10	000		111	908		121	908		
	19	924			87	751			107	675					6	852		6	852			
	3	148				806			3	954						27			27			
	1	880							1	880												
	698	219			781	773		1	479	992			31	044		84	157		115	201		
	87	672			118	846			206	518				284		9	296		9	580		
	39	369							39	369												
	828	267			944	843		1	773	110			2	406		90	012		92	418		
	58	956			2	404			61	360				21			17		38			
	(3	107)				(3	107)			(3	107)											
	314	973		1	156	209		1	471	182				894		105	874		106	768		
	175	162			97	355			272	517			2	707		9	416		12	123		
	40	466							40	466												
	726	785			978	592		1	705	377			4	008		88	240		92	248		
	13	435			10	992			24	427				100			448			548		
	(10	469)				(10	469)			(10	469)											
	351	184			242	406			593	590			(5)		19	117		19	112			
	647	522			241	916			889	438			6	486		53	451		59	937		
	108	882							108	882												
	3	601	849		3	873	432		7	475	281			14	044		338	860		352	904	
	15	678			10	518			26	196							959		959			
	635								635													
	121	189			117	940			239	129				111		10	627		10	738		
	438	125			723	467		1	161	592			125	040		155	245		280	285		
	37	843			50	444			88	287					2	036		2	036			
	28	005			49	094			77	099					10	666		10	666			
	17	262			33	276			50	538					6	721		6	721			
	255	953			699	746			955	699			25	487		166	250		191	737		
	35								35													
	23	649							23	649												
	610	924							610	924												
	198	000			1	063	385		1	261	385				153	453		153	453			
	172	437			1	545	085		1	717	522			7	582		130	332		137	914	
	1	382				15	003			16	385					3	261		3	261		
	30	206				54	000			84	206			4	596		12	888		17	484	
	5	530				9	328			14	858			782		1	720		2	502		
	833	928			2	419	647		4	253	578			114	412		254	037		368	449	
	180	940			134	600	593		315	340	533			56	448		780	4	7	810	64	259
	66	321			1	586	059		1	652	380					50	743		50	743		

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	xx	xx
MAINTENANCE OF WAY AND STRUCTURES—Continued				
53	(270) Dismantling retired road property.....		202	759
54	(271) Small tools and supplies.....	1	509	469
55	(272) Removing snow, ice, and sand.....	2	809	986
56	(273) Public improvements—Maintenance.....		342	004
57	(274) Injuries to persons.....		517	770
58	(275) Insurance.....		41	377
59	(276) Stationery and printing.....		113	991
60	(277) Employees' health and welfare benefits.....	1	049	464
61	(281) Right-of-way expenses.....		3	861
62	(282) Other expenses.....		65	303
63	(278) Maintaining joint tracks, yards, and other facilities—Dr.....	1	770	554
64	(279) Maintaining joint tracks, yards, and other facilities—Cr.....		805	690
65	Total—All road property depreciation (account 266).....	4	622	024
66	Total—All other maintenance of way and structures accounts.....	41	053	046
67	Total maintenance of way and structures.....	45	675	070
MAINTENANCE OF EQUIPMENT				
68	(301) Superintendence.....	2	068	573
69	(302) Shop machinery.....		684	895
70	(304) Power-plant machinery.....		32	178
71	(305) Shop and power-plant machinery—Depreciation (p. 314).....		366	420
72	(306) Dismantling retired shop and power-plant machinery.....		2	166
73	(308) Steam locomotives—Repairs—Yard.....		—	—
74	Steam locomotives—Repairs—Other.....		—	—
75	(311) Other locomotives—Repairs, Diesel locomotives—Yard.....	1	233	202
76	Other locomotives—Repairs, Diesel locomotives—Other.....	8	892	090
77	Other locomotives—Repairs, Other than Diesel—Yard.....		—	—
78	Other locomotives—Repairs, Other than Diesel—Other.....		—	—
79	(314) Freight-train cars—Repairs*.....	14	261	760
80	(317) Passenger-train cars—Repairs.....	3	484	935
81	(323) Floating equipment—Repairs.....		—	—
82	(326) Work equipment—Repairs.....		737	946
83	(328) Miscellaneous equipment—Repairs.....	1	014	713
84	(329) Dismantling retired equipment.....		51	181
85	(330) Retirements—Equipment (p. 314).....		(621)	470)
86	(331) Equipment—Depreciation (p. 314).....	14	092	920
87	(332) Injuries to persons.....		483	705
88	(333) Insurance.....		128	211
89	(334) Stationery and printing.....		56	293
90	(335) Employees' health and welfare benefits.....	1	307	580
91	(339) Other expenses.....		11	631
92	(336) Joint maintenance of equipment expenses—Dr.....		240	027
93	(337) Joint maintenance of equipment expenses—Cr.....		154	828
94	Total—All equipment depreciation (accounts 305 and 331).....	14	459	340
95	Total—All other maintenance of equipment accounts.....	33	914	788
96	Total maintenance of equipment.....	48	374	128
TRAFFIC				
97	(351) Superintendence.....	2	649	228
98	(352) Outside agencies.....	3	537	930
99	(353) Advertising**.....	1	001	598
100	(354) Traffic associations.....		217	902
101	(355) Fast freight lines.....		—	—
102	(356) Industrial and immigration bureaus.....		537	276
103	(357) Insurance.....		9	608
104	(358) Stationery and printing.....		365	994
105	(359) Employees' health and welfare benefits.....		207	927
106	(360) Other expenses.....		5	986
107	Total traffic.....	8	533	449
108	*Includes debits of \$ 2,928,071 for charges on account of work done by others and includes credits of \$ 3,014,986 on account of work charged to others.			
109	**Value of transportation issued in exchange for advertising. \$ 601			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	
	137	646		59	972		197	618					5	141		5	141				53
	137	103		1	304	401	1	441	504				67	965		67	965				54
1	532	048		1	200	924	2	732	972		11	329	65	685		77	014				55
	69	922			257	145		327	067				14	937		14	937				56
	166	913			327	819		494	732		45		22	993		23	038				57
	12	322			27	198		39	520				1	857		1	857				58
	10	766			97	450		108	216				5	775		5	775				59
	357	379			644	252	1	001	631		7	669	40	164		47	833				60
	3	071				765		3	836					25			25				61
	5	909			55	913		61	822				3	481		3	481				62
	601	700			857	679	1	459	379		168	522	142	653		311	175				63
	387	278			300	038		687	316		91	258	27	116		118	374				64
1	823	894		2	428	604	4	252	498		114	590	254	936		369	526				65
14	406	639		24	083	103	38	489	742		392	220	2	171	084	2	563	304			66
16	230	533		26	511	707	42	742	240		506	810	2	426	020	2	932	830			67
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	
	201	152		1	475	882	1	677	034		63	615	327	924		391	539				68
	34	080			521	047		555	127		7	730	122	038		129	768				69
	1	238			25	391		26	629				5	549		5	549				70
	163	856			131	412		295	268		45	948	25	204		71	152				71
	195				1	633		1	828					338		338					72
																					73
																					74
	727	913			463	590	1	191	503		17	576		24	123		41	699			75
7	048	347					7	048	347		1	843	743			1	843	743			76
																					77
																					78
14	261	760					14	261	760												79
	153	958						153	958		3	330	977			3	330	977			80
																					81
	77	364			620	679		698	043					39	903		39	903			82
	290	376			602	137		892	513		23	861		98	339		122	200			83
	45	547			2	310		47	857		3	148		176		3	324				84
	(606	640)					(606	640)		(14	830)					(14	830)				85
11	462	892		1	135	655	12	598	547	1	384	196		110	177	1	494	373			86
	282	734			56	611		339	345		131	369		12	991		144	360			87
	76	612			42	150		118	762					9	449		9	449			88
	5	688			40	685		46	373			698		9	222		9	920			89
	881	684			213	865	1	095	549	163	996		48	035		212	031				90
		504			9	686		10	190		(743)		2	184		1	441				91
	200	892			15	486		216	378		21	466		2	183		23	649			92
	128	594			8	517		137	111		15	902		1	815		17	717			93
11	626	748		1	267	067	12	893	815	1	430	144		135	381	1	565	525			94
23	554	810		4	082	635	27	637	445	5	576	704		700	639	6	277	343			95
35	181	558		5	349	702	40	531	260	7	006	848		836	020	7	842	868			96
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	
1	840	741			324	345	2	165	086		411	525		72	617		484	142			97
2	349	550			421	239	2	770	789		672	736		94	405		767	141			98
	411	756			281	347		693	103		245	456		63	039		308	495			99
	188	725						188	725		29	177					29	177			100
																					101
	537	276						537	276												102
	1	029			7	010		8	039					1	569		1	569			103
	191	437			118	035		309	472		30	088		26	434		56	522			104
	163	824			12	828		176	652		28	508		2	767		31	275			105
	4	762				380		5	142			759			85			844			106
5	689	100		1	165	184	6	854	284	1	418	249		260	916	1	679	165			107
																				108	

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320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																Other expenses not related to either freight or to passenger and allied services (i)			Line No.
Expenses related solely to freight service (e)		Common expenses apportioned to freight service (d)		Total freight expense (e)		Expenses related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)									
XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX	XX XX				
137 646			59 972		197 618				5 141		5 141					53			
137 103		1	304 401		1 441 504				67 965		67 965					54			
1 532 048		1	200 924		2 732 972		11 329		65 685		77 014					55			
69 922			257 145		327 067				14 937		14 937					56			
166 913			327 819		494 732		45		22 993		23 038					57			
12 322			27 198		39 520				1 857		1 857					58			
10 766			97 450		108 216				5 775		5 775					59			
357 379			644 252	1	001 631		7 669		40 164		47 833					60			
3 071			765		3 836				25		25					61			
5 909			55 913		61 822				3 481		3 481					62			
601 700			857 679	1	459 379		168 522		142 653		311 175					63			
387 278			300 038		687 316		91 258		27 116		118 374					64			
1823 894		2	428 604		4 252 498		114 590		254 936		369 526					65			
14 406 639			24 083 103		38 489 742		392 220		2 171 084		2 563 304					66			
16 230 533			26 511 707		42 742 240		506 810		2 426 020		2 932 830					67			
201 152		1	475 882		1 677 034		63 615		327 924		391 539					68			
34 080			521 047		555 127		7 730		122 038		129 768					69			
1 238			25 391		26 629				5 549		5 549					70			
163 856			131 412		295 268		45 948		25 204		71 152					71			
195			1 633		1 828				338		338					72			
727 913			463 590		1 191 503		17 576		24 123		41 699					73			
7 048 347					7 048 347		1 843 743				1 843 743					74			
14 261 760					14 261 760											75			
153 958					153 958		3 330 977				3 330 977					76			
77 364			620 679		698 043				39 903		39 903					77			
290 376			602 137		892 513		23 861		98 339		122 200					78			
45 547			2 310		47 857		3 148		176		3 324					79			
(606 640)					(606 640)		(14 830)				(14 830)					80			
11 462 892		1	135 655		12 598 547		1 384 196		110 177		1 494 373					81			
282 734			56 611		339 345		131 369		12 991		144 360					82			
76 612			42 150		118 762				9 449		9 449					83			
5 688			40 685		46 373		698		9 222		9 920					84			
881 684			213 865		1 095 549		163 996		48 035		212 031					85			
504 5			9 685		10 190		(743)		2 184		1 441					86			
200 892			15 486		216 378		21 466		2 183		23 649					87			
128 594			8 517		137 111		15 902		1 815		17 717					88			
11 626 748			1 267 067		12 893 815		1 430 144		135 381		1 565 525					89			
23 554 811		4	082 634		27 637 445		5 576 704		700 639		6 277 343					90			
35 181 554			5 349 701		40 531 260		7 006 848		836 020		7 842 868					91			
1 840 741			324 345		2 165 086		411 525		72 617		484 142					92			
2 349 550			421 239		2 770 789		672 736		94 405		767 141					93			
411 756			281 347		693 103		245 456		63 039		308 495					94			
188 725					188 725		29 177				29 177					95			
537 276					537 276											96			
1 029			7 010		8 039				1 569		1 569					97			
191 437			118 035		309 472		30 088		26 434		56 522					98			
163 824			12 828		176 652		28 508		2 767		31 275					99			
4 762			380		5 142		759		85		844					100			
5 689 100		1	165 184		6 854 284		1 418 249		260 917		1 679 165					101			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					
Expenses related solely to freight service (e)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	
	137	646		59	972		197	618					5	141		5	141				53
	137	103		1	304 401		1	441 504					67	965		67	965				54
1	532	048	1	200	924	2	732	972		11	329		65	685		77	014				55
	69	922		257	145		327	067					14	937		14	937				56
	166	913		327	819		494	732		45			22	993		23	038				57
	12	322		27	198		39	520					1	857		1	857				58
	10	766		97	450		108	216					5	775		5	775				59
	357	379		644	252	1	001	631		7	669		40	164		47	833				60
	3	071			765		3	836						25			25				61
	5	909		55	913		61	822					3	481		3	481				62
	601	700		857	679	1	459	379		168	522		142	653		311	175				63
	387	278		300	038		687	316		91	258		27	116		118	374				64
1	833	928	2	419	646	4	263	574	114	412	254	937	368	449							65
14	406	639	24	083	097	38	489	736		392	221	2	171	090	2	563	311				66
16	240	567	26	502	743	42	743	310		506	633	2	425	127	2	931	760				67
	201	152	1	475	882	1	677	034		63	615		327	924		391	539				68
	34	080		521	047		555	127		7	730		122	038		129	768				69
	1	238		25	391		26	629					5	549		5	549				70
	163	856		131	412		295	268		45	948		25	204		71	152				71
	195			1	633		1	828						338		338					72
	727	913		463	590	1	191	503		17	576		24	123		41	699				73
7	048	347				7	048	347		1	843	743				1	843	743			74
	14	261	760			14	261	760													75
	153	958					153	958		3	330	977				3	330	977			76
	77	364		620	679		698	043					39	903		39	903				77
	290	376		602	137		892	513		23	861		98	339		122	200				78
	45	547		2	310		47	857		3	148			176		3	324				79
(606	640)					(606	640)		(14	830)						(14	830)				80
11	462	892	1	135	655	12	598	547	1	384	196	110	177	1	494	373					81
	282	734		56	611		339	345		131	369		12	991		144	360				82
	76	612		42	150		118	762					9	449		9	449				83
	5	688		40	685		46	373		698			9	222		9	920				84
	881	684		213	865	1	095	549	163	996		48	035		212	031					85
	504			9	686		10	190	(743)				2	184		1	441				86
	200	892		15	486		216	378		21	466		2	183		23	649				87
	128	594		8	517		137	111		15	902		1	815		17	717				88
11	626	747	1	267	068	12	893	815	1	430	144	135	381	1	565	525					89
23	554	811	4	082	634	27	637	445	5	576	704	700	639	6	277	343					90
35	181	558	5	349	702	40	531	260	7	006	848	836	020	7	842	868					91
	1	840	741		324 345	2	165	086	411	525		72	617	484	142						92
	2	349	550		421 239	2	770	789	672	736		94	405	767	141						93
	411	756		281	347		693	103	245	456		63	039	308	495						94
	188	725					188	725	29	177				29	177						95
	537	276					537	276													96
	1	029		7	010		8	039					1	569		1	569				97
	191	437		118	035		309	472		30	088		26	434		56	522				98
	163	824		12	828		176	652		28	508		2	767		31	275				99
	4	762			380		5	142		759				85		844					100
5	689	100	1	165	184	6	854	284	1	418	249	260	916	1	679	165					101

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year			
		(b)			
	(a)	\$			
	TRANSPORTATION—RAIL LINE				
110	(371) Superintendence	3	333	940	
111	(372) Dispatching trains	1	401	594	
112	(373) Station employees	14	142	540	
113	(374) Weighing, inspection, and demurrage bureaus		339	135	
114	(375) Coal and ore wharves	1	202	321	
115	(376) Station supplies and expenses	1	402	423	
116	(377) Yardmasters and yard clerks	6	024	523	
117	(378) Yard conductors and brakemen	9	842	007	
118	(379) Yard switch and signal tenders		431	781	
119	(380) Yard enginemen	4	583	001	
120	(382) Yard switching fuel		705	337	
121	(383) Yard switching power produced				
122	(384) Yard switching power purchased				
123	(385) Water for yard locomotives		17	423	
124	(386) Lubricants for yard locomotives		84	152	
125	(387) Other supplies for yard locomotives		32	377	
126	(388) Enginehouse expenses—Yard		867	621	
127	(389) Yard supplies and expenses	1	016	300	
128	(392) Train enginemen	10	155	703	
129	(394) Train fuel	8	960	166	
130	(395) Train power produced				
131	(396) Train power purchased				
132	(397) Water for train locomotives		56	686	
133	(398) Lubricants for train locomotives		756	375	
134	(399) Other supplies for train locomotives		315	061	
135	(400) Enginehouse expenses—Train	3	526	355	
136	(401) Trainmen	16	175	793	
137	(402) Train supplies and expenses*	10	173	418	
138	(403) Operating sleeping cars	1	938	450	
139	(404) Signal and interlocker operation	1	390	861	
140	(405) Crossing protection		133	585	
141	(406) Drawbridge operation		80	218	
142	(407) Communication system operation	1	841	908	
143	(408) Operating floating equipment				
144	(409) Employees' health and welfare benefits	2	864	669	
145	(410) Stationery and printing		722	852	
146	(411) Other expenses	1	394	252	
147	(414) Insurance		272	251	
148	(415) Clearing wrecks		643	913	
149	(416) Damage to property		230	112	
150	(417) Damage to livestock on right of way		64	652	
151	(418) Loss and damage—Freight	4	608	092	
152	(419) Loss and damage—Baggage		3	486	
153	(420) Injuries to persons	2	484	114	
154	(390) Operating joint yards and terminals—Dr	3	618	308	
155	(391) Operating joint yards and terminals—Cr	1	878	914	
156	(412) Operating joint tracks and facilities—Dr		543	524	
157	(413) Operating joint tracks and facilities—Cr		507	531	
158	Total transportation—Rail line	115	994	834	
159					
160					
161					
162					
163					
164					
* Includes gross charges of \$ 4,488,874 and credits of \$ 4,293,528 for refrigerator service, and gross charges of \$ 926,080 and credits of \$ 461,486 for heater service.					

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																		Line No.					
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)				Other expenses not related to either freight or to passenger and allied services (i)				
\$			\$			\$			\$			\$			\$			\$					
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x			
	928	278		1	929	140		2	857	418			123	150			353	372		476	522	110	
	167	914		1	037	228		1	205	142			16	216			180	236		196	452	111	
9	031	253		1	811	706		10	842	959		2	800	937			498	644	3	299	581	112	
	339	135							339	135												113	
1	202	321						1	202	321												114	
	819	625			310	873		1	130	498			192	222			79	703		271	925	115	
3	922	252		1	915	393		5	837	645			49	626			137	252		186	878	116	
6	617	102		2	871	459		9	488	561			79	442			274	004		353	446	117	
	400	882			10	355			411	237			15	717			4	827		20	544	118	
3	081	051		1	327	289		4	408	340			47	483			127	178		174	661	119	
	518	650			173	117			691	767			8	591			4	979		13	570	120	
																						121	
	2	261			13	362			15	623							1	800		1	800	122	
	50	114			30	646			80	760			1	783			1	609		3	392	123	
	19	739			11	428			31	167				646				564		1	210	124	
	526	386			302	657			829	043			20	436			18	142		38	578	125	
	895	464			111	722		1	007	186			1	688			7	426		9	114	126	
8	096	791						8	096	791		2	058	912					2	058	912	127	
7	478	814						7	478	814		1	481	352					1	481	352	128	
																						129	
																						130	
	2	164			43	888			46	052			1	727			8	907		10	634	131	
	602	897							602	897			153	478						153	478	132	
	251	646							251	646			63	415						63	415	133	
2	785	451						2	785	451			740	904						740	904	134	
13	538	069						13	538	069		2	637	724					2	637	724	135	
8	225	263			163	340		8	388	603		1	769	394		15	421		1	784	815	136	
												1	938	450					1	938	450	137	
	209	736		1	093	609		1	303	345			2	549			84	967		87	516	138	
	54	807			72	751			127	558							6	027		6	027	139	
	11	535			59	541			71	076							9	142		9	142	140	
	161	468		1	465	099		1	626	567							215	341		215	341	141	
																						142	
2	086	305			376	363		2	462	668			330	456			71	545		402	001	143	
	309	302			340	673			649	975			9	643			63	234		72	877	144	
1	167	317			31	275		1	198	592			190	183			5	477		195	660	145	
	229	174			15	904			245	078			21	118			6	055		27	173	146	
	550	803			43	705			594	508			45	434			3	971		49	405	147	
	198	601			20	273			218	874			9	807			1	431		11	238	148	
	51	698			2	183			53	881			10	286				485		10	771	149	
4	608	092						4	608	092												150	
													3	486						3	486	151	
1	940	906			150	398		2	091	304			372	926			19	884		392	810	152	
2	173	298			18	703		2	192	001		1	423	586			2	721	1	426	307	153	
1	165	927			10	513		1	176	440			699	969			2	505		702	474	154	
	222	028			211	435			433	463			35	576			74	485		110	061	155	
	90	712			336	047			426	759				161				80	611		80	772	156
82	221	953		15	618	955		97	840	908		15	958	213		2	195	713	18	153	926	157	
																						158	
																						159	
																						160	
																						161	
																						162	
																						163	
																						164	

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year		
		(b)		
	(a)	\$	11	11
	MISCELLANEOUS OPERATIONS			
165	(441) Dining and buffet service	1	715	906
166	(442) Hotels and restaurants		224	117
167	(443) Grain elevators			
168	(445) Producing power sold			
169	(446) Other miscellaneous operations			
170	(449) Employees' health and welfare benefits		61	589
171	(447) Operating joint miscellaneous facilities—Dr			
172	(448) Operating joint miscellaneous facilities—Cr		92	171
173	Total miscellaneous operations	1	909	441
	GENERAL			
174	(451) Salaries and expenses of general officers	1	873	627
175	(452) Salaries and expenses of clerks and attendants	8	668	850
176	(453) General office supplies and expenses	1	813	068
177	(454) Law expenses		946	238
178	(455) Insurance		29	354
179	(456) Employees' health and welfare benefits		408	111
180	(457) Pensions	1	136	033
181	(458) Stationery and printing		542	961
182	(460) Other expenses*	1	673	455
183	(461) General joint facilities—Dr		164	012
184	(462) General joint facilities—Cr		49	897
185	Total general expenses	17	205	812
186	Grand total railway operating expenses	237	692	734
187	Operating ratio (ratio of operating expenses to operating revenues) 82.21 percent. (Two decimal places required)			

188 Amount of employee compensation† (applicable to the current year) chargeable to operating expenses: \$ 133,430,906

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

Description of payments	Amount
Guaranteed earnings on job displacement	38,858

38,858

† Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at punitive rates in other services; and "constructive allowances, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons, should be shown in Schedule 561C and not included in this return.)

320. RAILWAY OPERATING EXPENSES—Concluded

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	
									1	715	906				1	715	906				165
											224	117					224	117			166
																					167
																					168
											61	589					61	589			169
																					170
											92	171					92	171			171
									1	909	441				1	909	441				172
																					173
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	174
	344	744		1	255	946		1	600	690		51	450		221	487		272	937		175
2	426	657		4	965	395		7	392	052		400	164		876	634		1	276	798	176
	152	601		1	405	514		1	558	115		6	879		248	074		254	953		177
	215	004			609	592			824	596		15	714		105	928		121	642		178
		646			24	411			25	057					4	297		4	297		179
	95	468			255	102			350	570		12	358		45	183		57	541		180
	25	348			943	294			968	642		1	343		166	048		167	391		181
	67	261			402	811			470	072		1	817		71	072		72	889		182
	45	270		1	383	461		1	428	731			267		244	457		244	724		183
	61	814			15	287			77	101		80	010		6	901		86	911		184
	10	095			34	543			44	638			418		4	841		5	59		185
3	424	718		11	226	270		14	650	988		569	584		1	985	240	2	554	824	186
142	747	862		59	871	818		202	619	680		27	369	145	7	703	909	35	073	054	187
XX	XX	XX	XX	XX	XX	XX		74,92	XX	XX	XX	XX	XX	XX		187.74	XX	XX	XX		

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320. RAILWAY OPERATING EXPENSES—Concluded

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																			Line No.			
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense			Other expenses not related to either freight or to passenger and allied services				
(c)			(d)			(e)			(f)			(g)			(h)			(i)				
\$			\$			\$			\$			\$			\$			\$				
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
									1	715	906				1	715	906					
										224	117					224	117					
										61	589					61	589					
										92	171					92	171					
									1	909	441				1	909	441					
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	344	744		1	255	946		1	600	690		51	450		221	487		272	937			
2	426	657		4	965	395		7	392	052		400	164		876	634		1	276	798		
	152	601		1	405	514		1	558	115		6	879		248	074			254	953		
	215	004			609	592			824	596		15	714		105	928			121	642		
		646			24	411			25	057					4	297			4	297		
	95	468			255	102			350	570		12	358		45	183			57	541		
	25	348			943	294			968	642		1	343		166	048			167	391		
	67	261			402	811			470	072		1	817		71	072			72	889		
	45	270		1	383	461		1	428	731			267		244	457			244	724		
	61	814			15	287			77	101		80	010		6	901			86	911		
	10	095			34	543			44	638			418		4	841			5	259		
3	424	718		11	226	270		14	650	988		569	584		1	985	240		2	554	824	
142	757	896		59	862	854		202	620	750		27	368	968		7	703	016		35	071	984
x	x	x	x	x	x	x		144	74	95		x	x	x	x	x	x	x	186	62		

142,747,863 59,871,811 202,619,650 27,369,145 7,703,707 35,073,054

322. ROAD PROPERTY—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
301	(1) Engineering	110	252
302	(2½) Other right-of-way expenditures	6	498
303	(3) Grading	101	108
304	(5) Tunnels and subways	157	126
305	(6) Bridges, trestles, and culverts	984	400
306	(7) Elevated structures		
307	(13) Fences, snowsheds, and signs	128	407
308	(16) Station and office buildings	534	710
309	(17) Roadway buildings	40	121
310	(18) Water stations	40	155
311	(19) Fuel stations	30	242
312	(20) Shops and enginehouses	318	730
313	(21) Grain elevators		
314	(22) Storage warehouses		
315	(23) Wharves and docks	43	767
316	(24) Coal and ore wharves	270	541
317	(26) Communication systems	324	128
318	(27) Signals and interlockers	671	349
319	(29) Power plants	8	725
320	(31) Power-transmission systems	45	498
321	(35) Miscellaneous structures	18	210
322	(37) Roadway machines	661	843
323	(39) Public improvements—Construction	126	214
324	All other road accounts		
325	Total (account 266)	4	622 024

324. RETIREMENTS—ROAD

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

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
341	(1) Engineering	10	698
342	(2½) Other right-of-way expenditures		(11)
343	(3) Grading	137	948
344	(5) Tunnels and subways	42	749
345	(8) Ties	38	374
346	(9) Rails		(2 137)
347	(10) Other track material	32	984
348	(11) Ballast	18	447
349	(12) Track laying and surfacing	53	124
350	(38) Roadway small tools		
351	(39) Public improvements—Construction		(420)
352	(43) Other expenditures—Road		
353	(76) Interest during construction	60	278
354	(77) Other expenditures—General		(4 127)
355	(80) Other elements of investment		(5 095)
356	All other road accounts		(3 020)
357	Total (account 267)	379	792

322. ROAD PROPERTY—DEPRECIATION

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS													Line No.	
Expenses related solely to freight service (c)		Common expenses apportioned to freight service (d)		Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)		Other expenses not related to either freight or to passenger and allied services (i)		
\$		\$		\$		\$		\$		\$		\$		
	43 428		58 011		101 439		2 723		6 090		8 813			301
	3 655		2 248		5 903		359		236		595			302
	25 226		68 170		93 396		556		7 156		7 712			303
	18 588		125 377		143 965				13 161		13 161			304
	422 406		496 400		918 806		13 486		52 108		65 594			305
														306
	48 473		72 317		120 790		26		7 591		7 617			307
	266 232		209 438		475 670		37 055		21 985		59 040			308
	8 044		29 030		37 074				3 047		3 047			309
	19 736		12 733		32 469		6 349		1 337		7 686			310
	13 993		12 819		26 812		2 084		1 346		3 430			311
	170 074		99 804		269 878		38 375		10 477		48 852			312
														313
														314
	43 767				43 767									315
	270 541				270 541									316
	82 231		218 917		301 148				22 980		22 980			317
	133 397		483 808		617 205		3 357		50 787		54 144			318
	2 385		5 738		8 123				602		602			319
	26 589		10 561		37 150		7 239		1 109		8 348			320
	17 085		468		17 553		608		49		657			321
	198 818		419 038		617 856				43 987		43 987			322
	9 226		103 727		112 953		2 373		10 888		13 261			323
														324
	1 823 894		2 428 604		4 252 498		114 590		254 936		369 526			325
- 10,034 + 8,957 - 1,077 + 178 + 899 + 1,077														

324. RETIREMENTS—ROAD

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS												Line No.		
Expenses related solely to freight service (c)		Common expenses apportioned to freight service (d)		Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)	
\$		\$		\$		\$		\$		\$			\$	
(5)		(6)		(11)				(12)		(12)				
5	099	3	859	8	958	1	516	224	1	740				341
65	731	54	977	120	708	14	053	3	187	17	240			342
20	369	21	154	41	523			1	226	1	226			343
18	285	14	821	33	106	4	409	859	5	268				344
(1	018)	(4	229)	(5	247)	3	355	(245)	3	110				345
15	716	(3	753)	11	963	21	239	(218)	21	021				346
8	790	6	552	15	342	2	725	380	3	105				347
25	309	21	180	46	489	5	407	1	228	6	635			348
														349
(200)		(208)		(408)				(12)		(12)				350
														351
28	720	26	765	55	485	3	241	1	552	4	793			352
(1	966)	(2	518)	(4	484)	503		(146)		357				353
(2	427)	(2	522)	(4	949)			(146)		(146)				354
(1	463)	(1	472)	(2	935)			(85)		(85)				355
180	940	134	600	315	540	56	448	7	804	64	252			356
														357
											</			

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year		
		\$	(b)	
391	(44) Shop machinery		318	424
392	(45) Power-plant machinery		47	996
393	Total (account 305)		366	420

328. RETIREMENTS—EQUIPMENT

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

Line No.	Subaccount (a)	Amount of operating expenses for the year		
		\$	(b)	
401	(51) Steam locomotives			
402	(52) Other locomotives			
403	(53) Freight-train cars		(606	640)
404	(54) Passenger-train cars		(14	830)
405	(56) Floating equipment			
406	(57) Work equipment			
407	(58) Miscellaneous equipment			
408	(76) Interest during construction			
409	(77) Other expenditures—General			
410	(80) Other elements of investment			
411	Total (account 330)		(621	470)

330. EQUIPMENT—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year		
		\$	(b)	
431	(51) Steam locomotives—Yard			
432	(51) Steam locomotives—Other		547	370
433	(52) Other locomotives—Yard		3	613
434	(52) Other locomotives—Other		7	663
435	(53) Freight-train cars		815	555
436	(54) Passenger-train cars			591
437	(56) Floating equipment			
438	(57) Work equipment		421	924
439	(58) Miscellaneous equipment		1	031
440	Total (account 331)		14	092

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

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS										Other expenses not related to either freight or to passenger and allied services	Line No.		
Expenses related solely to freight service (c)		Common expenses apportioned to freight service (d)		Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)				Total passenger expense (h)	
\$		\$		\$		\$		\$			\$		
	152 428		100 728		253 156		45 948		19 320			65 268	
	11 428		30 684		42 112				5 884			5 884	
	163 856		131 412		295 268		45 948		25 204			71 152	

328. RETIREMENTS—EQUIPMENT—Continued

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

330. EQUIPMENT—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS												Other expenses not related to either freight or to passenger and allied services	Line No.									
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services					Common expenses apportioned to passenger and allied services			Total passenger expense					
(c)			(d)			(e)			(f)				(g)			(h)			(i)			
\$			\$			\$			\$				\$			\$			\$			
																						431
		331 061			190 418			521 479			15 932				9 959			25 891				432
		3 085 427						3 085 427			527 876							527 876				433
		7 663 555						7 663 555														434
		1,002						1 002			814 589							814 589				435
																						436
		31 747			369 798			401 545							20 379			20 379				437
		350 100			575 439			925 539			25 799				79 839			105 638				438
		11 462 892			1 135 655			12 598 547			1 384 196				110 177			1 494 373				439
																					440	

350. RAILWAY TAX ACCRUALS

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

Income account for the year.

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

A. Other Than U.S. Government Taxes				B. U.S. Government Taxes			
Line No.	State (a)	Amount (b)		Kind of tax (c)	Amount (d)		Line No.
		\$			\$		
1	Alabama			Income taxes:			
2	Alaska			Normal tax and surtax	3	200 000	58
3	Arizona			Excess profits			59
4	Arkansas			TOTAL—Income taxes	3	200 000	60
5	California		70 084	Old-age retirement	11	829 406	61
6	Colorado		140	Unemployment insurance	3	080 863	62
7	Connecticut		3	All other United States taxes		75 014	63
8	Delaware			TOTAL—U.S. Government taxes	18	185 283	64
9	Florida			GRAND TOTAL—Railway Tax Accruals			
10	Georgia		181	(account 532)	30	090 128	65
11	Hawaii			C. Analysis of Federal Income Taxes			
12	Idaho		200 080				
13	Illinois		439	Item (e)	Amount (d)		
14	Indiana		70				
15	Iowa		51 385		\$		
16	Kansas		28	Provision for income taxes based on taxable net income recorded in the accounts for the year		14 042 000	66
17	Kentucky			Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation	#	5 070 000	67
18	Louisiana			Net increase (or decrease) because of accelerated amortization of facilities under section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation	#	1 170 000	68
19	Maine		1	Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1962		3 425 000	69
20	Maryland		87	Tax consequences, material in amount, of other unusual and significant items excluded from the income recorded in the accounts for the year or where tax consequences are disproportionate to related amounts recorded in income accounts: (Describe)			70
21	Massachusetts		106	Dividends received credit	Cr	3 380 000	71
22	Michigan		3 766 614	Other items	Dr	88 000	72
23	Minnesota		169				73
24	Mississippi		3 258 646				74
25	Missouri		5				75
26	Montana			Net applicable to the current year		3 425 000	76
27	Nebraska		17	Adjustments applicable to previous years (net debit or credit), except carry-backs and carry-overs	Cr	225 000	77
28	Nevada			Adjustments for carry-backs	Cr		78
29	New Hampshire		1 327	Adjustments for carry-overs	Cr	3 094 459	79
30	New Jersey		6				80
31	New Mexico		1 671 983	Total		105 541	
32	New York		166	Distribution:			
33	North Carolina		10	Account 532		3 200 000	81
34	North Dakota		146 181	Account 590	Cr	3 094 459	82
35	Ohio		150	Other (Specify)			83
36	Oklahoma						84
37	Oregon			Total		105 541	85
38	Pennsylvania			Note.—The amount shown on line 60 should equal line 81; the amount shown on line 80 should equal line 85.			
39	Rhode Island			#Gross tax before investment credit.			
40	South Carolina		66 467	*Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:			
41	South Dakota		17	Hospital insurance			
42	Tennessee			Supplemental annuities			
43	Texas						
44	Utah						
45	Vermont						
46	Virginia		1 791 097				
47	Washington		459 686				
48	West Virginia						
49	Wisconsin						
50	Wyoming		135				
51	District of Columbia						
52	OTHER		410 958				
53	Canada		8 607				
54	Mexico						
55	Puerto Rico						
56	TOTAL—Other than U.S. Government taxes		11 904 845				

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

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

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

Line No.	Description of property (a)	Name of lessee (b)	Total rent accrued during year (account 509) (c)
1	Minor items, each less than \$100,000		\$ 4 175
2			
3			
4			
5			
Total			4 175

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

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

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

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

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

NONE

372. MISCELLANEOUS RENT INCOME

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

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

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

Line No.	DESCRIPTION OF PROPERTY		Name of lessee (c)	Amount of rent (d)	
	Name (a)	Location (b)			
31	Minor items, each less than \$100,000			\$ 1 041	163
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
Total				1 041	163

375. SEPARATELY OPERATED PROPERTIES—PROFIT OR LOSS

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

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

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

Line No.	Description of property operated (a)	Location of property (b)	Name of operator (c)	ACCRUED TO RESPONDENT			
				Profit (d)		Loss (e)	
1	Minor items, each less than \$100,000			\$	26 385	\$	
2							
3							
4							
5							
6							
7							
8							
9							
10			TOTAL		26 385		

376. HIRE OF FREIGHT CARS

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

2. In column (b) show the total car miles, both loaded and empty, whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b) relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis.

3. On line 4, column (b), enter the total miles (loaded plus empty) traveled by TOFC or COFC cars. In columns (c) through (f), as applicable, enter the rentals paid for TOFC or COFC cars whether on a mileage, per diem or combination mileage and per diem or other basis.

4. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be reported on line 8, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on line 7, column (c). Where cars are rented on a combination mileage and per diem basis, the total rental (mileage and per diem) is to be reported on line 9, Other basis.

5. Line 12 refers to the auto racks separate and apart from the cars on which the racks are installed.

Line No.	Item (a)	Car-miles (loaded and empty) See Instructions 2 and 3 (b)	CARS OF RESPONDENT OR OTHER CARRIERS (Excluding cars of private car lines)		CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines)	
			Gross amount receivable (c)	Gross amount payable (d)	Gross amount receivable (e)	Gross amount payable (f)
	FREIGHT CARS					
1	Mileage basis:	26,719,908	\$ XXXX	\$ XXXX	\$ XXXX	\$ 1,589,665
2	Tank cars	82,126,727	-	4,056,719	-	240,924
3	Refrigerator cars	(1) 20,226,158	(1) N/A	(1) N/A	-	1,206,092
4	TOFC flat cars	13,308,427	-	-	-	725,887
5	All other cars	142,381,220	-	4,056,719	-	3,762,568
6	TOTAL	(1)	22,384,780	12,311,738	-	-
7	Per diem basis		-	-	-	1,926,763
8	Leased rental—railroads, insurance and other companies		16,979	107,171	-	45,019
9	Other basis					
	OTHER FREIGHT CARRYING EQUIPMENT					
10	Refrigerated highway trailers		98,202	269,895	-	81,655
11	Other highway trailers		54,047	331,900	-	414,756
12	Auto racks		1,588,115	1,198,805	-	-
13	GRAND TOTAL (lines 6 through 12)		24,142,102	18,276,228	-	6,230,761
14	Net balance carried to income account: Credit, \$-----; debit, \$---364,856-----					

(1) Line 4 excludes carrier equipment on a per diem basis reportable in Cols. b, c & d. This data included on line 7.

N/A — Not available.

377. LOCOMOTIVE RENTALS

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

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Locomotives of respondent or other carriers:	x x	x x	x x	x x	x x	x x	
2	Mileage basis		23	533		5	796	
3	Per diem basis		57	681		43	582	
4	Other basis		61	474		17	854	
5	Locomotives of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis							
7	Per diem basis		1	790				
8	Lease rental—insurance and other companies					676	085	
9	Other basis		15	652		14	199	
10	Total		160	130		757	516	

378. PASSENGER-TRAIN CAR RENTALS

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

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Cars of respondent or other carriers (including Pullman Company):	x x	x x	x x	x x	x x	x x	
2	Mileage basis		345	707		452	555	
3	Per diem basis			221				
4	Other basis		210	722				
5	Cars of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis					115	184	
7	Per diem basis		1	556				
8	Lease rental—insurance and other companies							
9	Other basis			582				
10	Total		558	788		567	739	

383. RENT FOR LEASED ROADS AND EQUIPMENT

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

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

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

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

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

Line No.	Name of lessor or reversioner and description of property (a)	Total rent accrued during year (Acct. 542) (b)		CLASSIFICATION OF AMOUNT IN COLUMN (b)					
				Interest on bonds (c)		Dividends on stocks (d)		Cash (e)	
1	Minor items, each less than \$100,000	\$	1 136	\$		\$		\$	1 136
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20	TOTAL		1 136						1 136

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

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

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

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

NOTE. Only changes during the year are required.

NONE

384. MISCELLANEOUS RENTS

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

Give a brief description for all items, regardless of amount, included during the year in accounts 570, "Extraordinary items"; 580, "Prior period items"; 590, "Federal income taxes on extraordinary and prior period items"; 606, "Other credits to retained income"; 616, "Other debits to retained income"; 620, "Appropriations for sinking and other reserve funds"; 621, "Appropriations for other purposes"; and 622, "Appropriations released". Give brief description of each item amounting to \$100,000 or more included during the year in accounts 519,

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

Line No.	Account No. (a)	Item (b)	Debits (c)			Credits (d)		
			\$			\$		
1	570	Extraordinary items (See Note on page 301 A)	15	965	491			
2	590	Federal income taxes on extraordinary and prior period items (See Note on page 301 A)				3	094	459
4	616	Other debits to retained income (See Note below)	55	892	847			
7	620	Appropriation for sinking and other reserve funds:						
8		Appropriations from 1969 income for sinking fund						
9		requirements payable July 1, 1970, General Mortgage						
10		Bonds Series N, O, P and Q	1	125	000			
12	622	Appropriations released:						
13		Amount appropriated from income in 1968 for sinking fund						
14		requirements under General Mortgage Bonds Series N, O, P						
15		and Q as bonds theretofore acquired from funds derived						
16		from income were used for the requirement, payable						
17		July 1, 1969				1	125	000
19	519	Miscellaneous income:						
20		Profit from disposition of property					427	848
21		Profit from sale of timber					697	603
22		Other items, each less than \$100,000					296	386
							1	421 837
25	551	Miscellaneous income charges:						
26		Interest on tax deficiencies		283	812			
27		Discount on sale of Canadian Funds		262	374			
28		Other items, each less than \$100,000		301	728			
				847	914			

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED INCOME ACCOUNTS

Account 616:

Elimination of amounts in accounts 71, 76, 77 and 80 totaling \$19,766,146 and adjustments to Accrued Depreciation Road & Equipment of \$36,126,701 in accordance with I.C.C. requirement. Accounting approved by the Commission on March 2, 1970 - see Mr. M. Paolo's letters of March 4, 1970, file ACA-DB, and March 6, 1970, file ACV-H, respectively.

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	100	M	4,223 33	275 05	23 29	619 29	399 35	1,025 23	6,565 54
2	1J	1/8	M						1 08	1 08
3	1J	1/5	M						92	92
4	1J	1/4	M					3 05	52 91	55 96
5	1J	1/3	M						3 45	3 45
6	1J	1/2	M	34 78	2 28		2 89	67	33 31	73 93
7	Total-Class 1J Main			34 78	2 28		2 89	3 72	91 67	135 34
8	Total-Class 1 and 1J Main			4,258 11	277 33	23 29	622 18	403 07	1,116 90	6,700 88
9	1	100	B	3,402 45	5 18		100 38	391 61	77 86	3,977 48
10	1J	1/5	B						1 19	1 19
11	1J	1/4	B						36 32	36 32
12	1J	1/3	B						8 65	8 65
13	1J	1/2	B	102 89			6 57	9 55	1 18	120 19
14	Total-Class 1J Branch			102 89			6 57	9 55	47 34	166 35
15	Total-Class 1 and 1J Branch			3,505 34	5 18		106 95	401 16	125 20	4,143 83
16	Total Main and Branch Lines			7,763 45	282 51	23 29	729 13	804 23	1,242 10	10,844 71
17	3B	100	M	08					30	38
18	3B	100	B				21	01		22
19	Total-Class 3B Main and Branch			08			21	01	30	60
20	5	100	M	405 35	276 00	2 84	79 16	43 56	184 18	991 09
21	5	100	B	105 37	9 31		15 63	12 17	9 47	151 95
22	Total-Class 5 Main and Branch			510 72	285 31	2 84	94 79	55 73	193 65	1,143 04
23	Total Main Line			4,663 54	553 33	26 13	701 34	446 63	1,301 38	7,692 35
24	Total Branch Line			3,610 71	14 49		122 79	413 34	134 67	4,296 00
25	Grand Total			8,274 25	567 82	26 13	824 13	859 97	1,436 05	11,988 35
26	Canadian Mileage Included Above									
27	1	100	M	33 81	7 07		4 57	81	22 80	69 06
28	1J	1/2	M							
29	Total-Class 1 & 1J Main			33 81	7 07		4 57	81	22 80	69 06
30	1	100	B	89 11			1 79	5 42	2 92	99 24
31	1J	1/2	B	3 68					20	3 88
32	Total-Class 1 & 1J Branch			92 79			1 79	5 42	3 12	103 12
33	Total-Class 1 and 1J Main and Branch Lines			126 60	7 07		6 36	6 23	25 92	172 18
34	5	100	M	69 93	2 38		5 24	5 73	1 04	84 32
35	5	100	B	12 45			3 26		8 53	24 24
36	Total-Class 5 Main & Branch			82 38	2 38		8 50	5 73	9 57	108 56
37	Grand Total Canadian Mileage			208 98	9 45		14 86	11 96	35 49	280 74
38	TOTAL MAIN LINE									
39	TOTAL BRANCH LINES									
40	GRAND TOTAL									
41	Miles of road or track electrified (included in preceding grand total)									
42										
43										
44										
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55										
56										
57										
58										

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1	C.B. & Q.R.R. Co.	M						11	11
2	1J	C.M. St. P. & P. R.R. Co.	B				01			01
3	1J	C.M. St. P. & P. R.R. Co.	B				01			01
4	1J	C.M. St. P. & P. R.R. Co.	B				01			01
5	1	C.M. St. P. & P. R.R. Co.	M				02			02
6	1	Montana Western Ry. Co.	M				03	27		10
7										
8										
9										
10										
11		TOTAL					08	07	11	26

Notes relating to Schedule 411-A Mileage Owned But Not Operated by Respondent at Close of Year.

Line 1 - Leased to Chicago, Burlington & Quincy R.R. Co. Rental 6% per annum on valuation.

Line 2 - G.N. Proportion of .02 mile of joint track owned G.N. - 1/2 and C.M. St. P. & P. - 1/2

Line 3 - " " " .02 " " " " " " - 1/2 " " - 1/2

Line 4 - " " " .01 " " " " " " - 1/2 " " - 1/2

Line 5 - Leased to C.M. St. P. & P. R.R. Co. Rental 2-1/2% per annum on valuation.

Line 6 - Leased to Montana Western Ry. Co. Rental at fixed amount per locomotive or car run over tracks.

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

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement,

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

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

Line No.	State or territory (a)	ROAD OPERATED BY RESPONDENT								LINE OWNED, NOT OPERATED BY RESPONDENT				New line constructed during year (k)	
		LINE OWNED		Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)		Branch lines (j)				
		Main line (b)	Branch lines (c)												
1	Wisconsin	38	71	8				5	94	4	44	65			
2	Minnesota	1,340	53	1	645	10	5				67	15	7	2,052	78
3	North Dakota	739	16	7	1,208	39	8				33	54	7	1,981	09
4	South Dakota	12	67	3	350	43	0				1	92	2	365	02
5	Iowa	77	23	7										77	23
6	Montana	1,295	96	6	489	02	9				40	78	1	1,825	76
7	Idaho	79	45	7	43	89	4				6	34	6	129	68
8	Washington	464	50	5	592	91	3				253	02	3	1,310	43
9	Oregon	22	95	5				08			86	02	4	179	05
10	California	65	75	6	33	21	7					62	7	99	58
11	Province of Manitoba										74	71	5	74	71
12	Province of British Columbia														
13		33	81	4	90	95	1				9	51	7	134	27
14															
15															
16	TOTAL MILEAGE (single track)	4,240	72	7	3,453	90	7	NONE	08	NONE	579	55	7	8,274	25
														NONE	NONE
															NONE

3,453.904
7,694.628

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switching and terminal companies only)

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

Classify the tracks, as follows:

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

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

Give subtotals for each of the several numbered classes.

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

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

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

Tracks belonging to an industry for which no rent is payable should not be reported.

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

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

TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE

21			Not Applicable		
22					
23					
24					
25					
26					
27					
28					
29					
				TOTAL	

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

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

Character of business

R-1 1969 GREAT NORTHERN RAILWAY COMPANY 3 of 3

417. INVENTORY OF EQUIPMENT—Continued												
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS												
Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			Units Installed				Units retired from service of respondent whether owned or leased, including re-classification	Owned and used	Leased from others	Total in service of respondent (col. (h) (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including re-classification and second hand units purchased or leased from others						
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
FREIGHT-TRAIN CARS												
21	Box-General Service (unequipped) (All B (except B080), L070, R-00, R-01)	19533			6	8	1324	16722	1501	18223	964375	
22	Box-General Service (equipped) (A-20, A-30, A-40, A-50, R-06, R-07)	733	150			99	25	957		957	51920	
23	Box-Special Service (A-00, A-10, B080)	536			200	27	13	750		750	50604	
24	Gondola-General Service (All G (except G-9-))	2390					298	2092		2092	131509	
25	Gondola-Special Service (G-9-, J-00, all C, all E)	80					16	64		64	5050	
26	Hopper (open top)-General Service (All H (except H-70))	2043					56	1837	150	1987	132763	
27	Hopper (open top)-Special Service (H-70, J-10, all K)	5846					140	5706		5706	427950	
28	Hopper (covered) (L-5-)	3097	320				319	2999	99	3098	281851	
29	Tank (All T)	100						100		100	9325	
30	Refrigerator (meat)-Mechanical (R-11, R-12)											200
31	Refrigerator (other than meat)-Mechanical (R-04, R-10)											
32	Refrigerator (meat)-Non-Mechanical (R-02, R-08, R-09, R-14, R-15, R-17)											
33	Refrigerator (other than meat)-Non-Mechanical (R-03, R-05, R-13, R-16)	276					2	274		274	20746	48
34	Stock (All S)	1440					70	1370		1370	53820	
35	Autotrack (F-5-, F-6-)	24					2	22		22	1540	
36	Flat-General Service (F10-, F20-)	1370				10	86	1294		1294	78046	
37	Flat-Special Service (F30-, F-1-, F-20, F-30, F-40, F-9-, L-2-, L-3-)	1383	20			78	11	1470		1470	110771	
38	Flat-TOFC (F-7-, F-8-)	200					3	197		197	10215	
39	All other (L-0-, L-1-, L-4-, L080, L090)	74	90				11	153		153	11850	
40	Total (lines 21 to 39)	39125	580		206	222	2376	36007	1750	37757	2342335	248
41	Caboose (All N)	289	20				16	293		293	XXXX	
42	Total (lines 40 and 41)	39414	600		206	222	2392	36300	1750	38050	2342335	248

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

417. INVENTORY OF EQUIPMENT

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the lease number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

trois for independent operating at terminals.

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

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

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the rated continuous horsepower for traction, (One horsepower is equivalent to a force that will raise 33,000 pounds one foot in one minute.), or tractive effort of steam locomotive units; 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.); for passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

8. Freight-train car type codes shown in column (a) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to permit a single code to represent several car type codes. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (h)+(i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
<i>Locomotive Units</i>												
1	Diesel-Freight-----A units	52		14			1	51	14	65	126,900	
2	Diesel-Freight-----B units	38					8	3		30	46,250	
3	Diesel-Passenger-----A units	47					9	4		38	87,800	
4	Diesel-Passenger-----B units	21					21	21		21	31,500	
5	Diesel-Multiple purpose--A units	354		6				336	24	360	729,650	
6	Diesel-Multiple purpose--B units											
7	Diesel-Switching-----A units	95						95		95	102,800	
8	Diesel-Switching-----B units											
9	Total (lines 1 to 8)-----	607		20			18	571	38	609	1,124,900	
10	Electric-Freight-----											
11	Electric-Passenger-----											
12	Electric-Multiple purpose-----											
13	Electric-Switching-----											
14	Total (lines 10 to 13)-----	607		20			18	571	38	609	1,124,900	
15	Other-----											
16	Grand total (lines 9, 14, 15)-----	607		20			18	571	38	609	1,124,900	

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

Type or design of units	DURING CALENDAR YEAR										
	Before Jan. 1, 1945	Between Jan. 1, 1945, and Dec. 31, 1949	Between Jan. 1, 1950, and Dec. 31, 1954	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	1965	1966	1967	1968	1969	1970
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
17 Diesel-----	82	76	227	73	35	30	20	28	18	20	
18 Electric-----											
19 Other-----											
20 Total (lines 17 to 19)-----	82	76	227	73	35	30	20	28	18	20	

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

(For switching and terminal companies only)

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

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

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

Line No.	State or Territory	TRACKS OPERATED										Tracks owned, not operated by respondent	New tracks constructed during year		
		Tracks owned		Tracks of proprietary companies		Tracks operated under lease		Tracks operated under contract, etc.		Tracks operated under trackage rights				Total mileage operated	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)					
1															
2															
3															
4															
5															
6															
7	Not Applicable														
8															
9															
10															
11															
12															
13															
14															
15															
16	TOTAL MILEAGE														

421. HIGHWAY MOTOR VEHICLE OPERATIONS

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

In reporting highway motor vehicle miles in line-haul service, show the mileage of busses and combination bus-trucks on line 8; the mileage of trucks and of trailers and semitrailers with trucks on line 9; and the mileage of tractors and of trailers and semitrailers with tractors on line 10. Vehicle miles in terminal service should be reported on lines 12 and 13.

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

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

A. OPERATED BY RESPONDENT

(Revenue and nonrevenue service)

Line No.	Item (a)	Trucks (b)		Tractors (c)			Trailers and semitrailers (d)			Busses (e)		Combination bus-trucks (f)	
REVENUE SERVICE													
1	Vehicles owned or leased:												
2	Number available at beginning of year		34			50			54			1	
3	Number installed during the year		2										
4	Number retired during the year					5							
5	Number available at close of year		36			45			54			1	1
6	Vehicle miles (including loaded and empty):												
7	Line haul (station to station):												
8	Passenger vehicle miles	x x	x x	x x	x x	x x	x x	x x	x x		85	144	88 524
9	Truck miles		67	560	x x	x x	x x			x x	x x	x x	x x
10	Tractor miles	x x	x x	x x	2	235	596	2	235	596	x x	x x	x x
11	Terminal service:*												
12	Pick-up and delivery		203	877									
13	Transfer service												
14	Traffic carried:												
15	Tons—Revenue freight—Line haul		56	845	x x	x x	x x	x x	x x	x x	x x	x x	x x
16	Tons—Revenue freight—Terminal service only		90	134	x x	x x	x x	x x	x x	x x	x x	x x	x x
17	Revenue passengers—Line haul	x x	x x	x x	x x	x x	x x	x x	x x		7	887	x x
18	Revenue passengers—Terminal service only	x x	x x	x x	x x	x x	x x	x x	x x				x x
19	Traffic handled 1 mile:												
20	Ton-miles—Revenue freight—Line haul	10	277	872	x x	x x	x x	x x	x x	x x	x x	x x	x x
21	Revenue passenger-miles—Line haul	x x	x x	x x	x x	x x	x x	x x	x x		785	874	x x
NONREVENUE SERVICE													
22	Vehicles owned or leased:												
23	Number available at beginning of year		739			2			56		32		
24	Number installed during the year		107			3			1		5		
25	Number retired during the year		79			1			1		3		
26	Number available at close of year		767			4			56		34		

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

B. OPERATED BY OTHERS

(Revenue service)

Line No.	Item (a)	Trucks (b)		Tractors (c)			Trailers and semitrailers (d)			Busses (e)		Combination bus-trucks (f)		
40	Traffic carried:													
41	Tons—Revenue freight		19	166	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x
42	Revenue passengers	x x	x x	x x	x x	x x	x x	x x	x x	9	103	x x	x x	x x
43	Traffic handled 1 mile:													
44	Ton-miles—Revenue freight	2	620	195	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x
45	Revenue passenger-miles	x x	x x	x x	x x	x x	x x	x x	x x	136	789	x x	x x	x x

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

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

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

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

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

Line No.	Name and address of highway motor-vehicle enterprise (a)	Nature of respondent's interest (b)	Date on which respondent's direct or indirect interest was originally acquired (c)
1	Superior Transfer Company	Direct subsidiary of respondent	February 1, 1961
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

510. GRADE CROSSINGS A—RAILROAD WITH RAILROAD

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

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

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

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Gates (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year	16	40		1	10	67	54	121
2	Crossings added: New crossings							1	1
3	Change in protection								
4	Crossings eliminated: Separation of grade								
5	Change in protection								
6	Other causes								
7	Number at close of year	16	40		1	10	67	55	122
NUMBER AT CLOSE OF YEAR BY STATES:									
8	Wisconsin	3	1				4	6	10
9	Minnesota	9	18		1		28	10	38
10	North Dakota	2	7			1	10	7	17
11	South Dakota		5			1	6	10	16
12	Iowa		2			1	3	6	9
13	Montana		1			1	2		2
14	Idaho								-
15	Washington	2	2			6	10	15	25
16	Oregon								-
17	California		1				1		1
18	British Columbia		3				3	1	4
19	Total	16	40		1	10	67	55	122
20									
21									

510. GRADE CROSSINGS - Continued

B-RAILROAD WITH HIGHWAY

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

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

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

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

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

TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE

Line No.	Item of Annual Change	Automatic gates with flashing lights	Automatic flashing light signals	Gates manually operated		Watchmen only		Audible signals only	Other automatic signals	Total indicating warning of train approach	"Railroad Crossing" crossbuck signs only	Crossbuck signs with other fixed signs	Other fixed signs only	No signs or signals	Total crossings at grade
				24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day								
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
30	Number at beginning of year-----	104	449	4	2	3	7	1	12	582	5,152	879	131	90	6,834
31	Added: By new, extended or relocated highway-----		15							15	57			3	75
32	By new, extended or relocated railroad-----										1				1
33	Total added-----		15							15	58			3	76
34	Eliminated: By closing or relocation of highway-----		1							1	1	10			12
35	By relocation or abandonment of railroad-----		2							2					2
36	By separation of grades-----	1								1	1				2
37	Total eliminated-----	1	3							4	2	10			16
38	Changes in protection: Number of each type added-----	3	10				2			15	19		10		44
39	Number of each type deducted-----		1			2				3	20	21			44
40	Net of all changes-----	+ 2	+ 21			- 2	+ 2			+ 23	+ 55	- 31	+ 10	+ 3	+ 60
41	Number at close of year-----	106	470	4	2	1	9	1	12	605	5,207	848	141	93	6,894
42	Number at close of year by States:														
43	Wisconsin-----	1	2							3	20	4	1		28
44	Minnesota-----	33	210		2		1			246	1,418	357	71		2,092
45	North Dakota-----	27	62	4					11	104	2,293	69	13		2,479
46	South Dakota-----		28							28	223	214			465
47	Iowa-----		13							13	54	24			91
48	Montana-----	25	38				4		1	68	421	171	56	14	730
49	Idaho-----		4							4	61	5		18	88
50	Washington-----	14	90			1	4	1		110	595	4		55	764
51	Oregon-----	1	3							4	55				59
52	California-----		1							1	26				27
53	British Columbia-----	5	19							24	41			6	71
54	Total-----	106	470	4	2	1	9	1	12	605	5,207	848	141	93	6,894
55															
56															

511. GRADE SEPARATIONS

HIGHWAY-RAILROAD

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

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

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

be the reporting railroad.

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

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

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

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

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year	292	238	530
2	Added: By new, extended or relocated highway	1	-	1
3	By new, extended or relocated railroad	6	-	6
4	By elimination of grade crossing ¹	2	-	2
5	Total added	9	-	9
6	Deducted: By closing or relocation of highway	-	-	-
7	By relocation or abandonment of railroad	-	-	-
8	Total deducted	-	-	-
9	Net of all changes	+ 9	-	+ 9
10	Number at close of year	301	238	539
11	Number at close of year by States:			
	Wisconsin	3	5	8
12	Minnesota	128	69	197
13	North Dakota	23	29	52
14	South Dakota	13	17	30
15	Iowa	4	5	9
16	Montana	34	29	63
17	Idaho	5	7	12
18	Washington	73	73	146
19	Oregon	3	3	6
20	California	-	1	1
21	British Columbia	15	-	15
22	Total	301	238	539
23				
24				
25				
26				
27				
28				
29				

¹Total in column (d) should correspond to total number of grade crossings eliminated "By separation of grades", Schedule 510-B, line 36, column (a).

513. TIES LAID IN REPLACEMENT

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

In column (a) classify the ties as follows:

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

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

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

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

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

Line No.	Class of ties (a)	CROSSTIES				SWITCH AND BRIDGE TIES				Remarks (h)
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross-ties laid in previously constructed tracks during year (d)		Number of feet (board measure) applied (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in previously constructed tracks during year (g)		
1	U		\$	\$		1 066	\$ 99 44	\$		106
2	T	371 183	4 87	1 807 705		1 696 015	160 78		272 684	
3	SH	11 507	28	3 266		47 959	15 26		732	
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20	TOTAL	382 690	4 73	1 810 971		1 745 040	156 74		273 522	

21	Amount of salvage on ties withdrawn	\$ 60,827
22	Amount chargeable to operating expenses	\$ 2,013,999
23	Amount chargeable to additions and betterments	\$ 9,667
24	Estimated number of cross-ties in all maintained tracks:	

2,084,493 ✓

	Number	Percent of Total
(a) Wooden ties	31,109,849	100.00
(b) Other than wooden ties (steel, concrete, etc.)		
TOTAL	31,109,849	100.00

The treated ties laid during the year were all treated by the creosote-petroleum process. The respondent does not keep any record of the classification of the second-hand ties as between treated and untreated. The difference between the return on line 22 and the charge to operating expense Account 212 consists of the following:

Inventory Adjustment	112,642
Miscellaneous Adjustments	(5,646)
	106,996

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

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

Line No.	Class of ties (a)	CROSSTIES						SWITCH AND BRIDGE TIES						Remarks (h)
		Total number of ties applied (b)		Average cost per tie (c)		Total cost of crossties laid in new tracks during year (d)		Number of feet (board measure) laid in tracks (e)		Average cost per M feet (board measure) (f)		Total cost of switch and bridge ties laid in new tracks during year (g)		
				\$		\$					\$		\$	
1	U													
2	T	98	281	4	75	467	112	388	381	158	61	61	602	
3	SH	1	283		25		321	16	049	15	39		247	
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20	TOTAL	99	564	4	69	467	433	404	430	152	93	61	849	

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid .76 (track miles)

22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 52.91 (track miles)

The difference between the sum of charges to Additions and Betterments shown in Schedules Nos. 513 and 514 and the related charges to Investment Account No. 8 Column (c) Schedule 211 consists of the following:

Miscellaneous Adjustments \$(44,477)

515. RAILS LAID IN REPLACEMENT

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

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

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

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

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

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

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

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	1	132	25	17 724	132	155	15	2 702	180 13
2	2	131	664	19 192	132	132	124	3 542	28 56
3	4	115	479	14 197	130	130	15	421	28 07
4	4	115	11 314	1 646 574	115	115	56	2 744	49 00
5	2	112	2 586	74 303	112	112	121	17 222	142 33
6	4	112	40	6 144	112	112	1 251	35 492	28 37
7	4	110	632	18 264	110	110	255	7 361	28 87
8	4	100	19	590	100	100	11	357	32 45
9	4	90	3 244	93 985	90	90	842	30 126	35 78
10	4	85	321	9 116	85	85	70	2 075	29 64
11	4	80	222	5 856	80	80	368	10 611	28 83
12	4	75	119	3 422	75	75	2	52	26 00
13	4	70	38	1 115	70	70	2	71	35 50
14	4	68	59	1 695	68	68	17	561	33 00
15	4	60	210	6 036	60	60	32	947	29 59
16									
17									
18									
19									
20	TOTAL	XXXX	20 110	1 919 864	95 47	XXXX	3 187	114 462	35 92

21	Number of tons (2,000 lb.) of relayers and scrap rail taken up	17,544
22	Salvage value of rails released	\$ 622,938
23	Amount chargeable to operating expenses	\$ 1,199,523
24	Amount chargeable to additions and betterment	\$ 211,865
25	Miles of new rails laid in replacement (all classes of tracks) †	114 65 (rail-miles)
26	Miles of new and second hand rails laid in replacement (all classes of tracks) ‡	249 13 (rail-miles)
27	Average weight per yard of new rails laid in replacement (running, passing, and cross over tracks, etc.) *	115 (pounds)
28	Tons of rail sold as scrap and amount received therefor	12,961 (tons of 2,000 lb.); \$ 272,147
29	Track-miles of welded rail installed this year	47.80 ; total to date 711.83

The difference between the return on line 23 and the charge to Operating Expense Account 214 consists of the following:

Welding rails and battered rail ends	\$345,625
Miscellaneous adjustments	21,296
Inventory adjustments	104,572
Profit on material sold	(34,775)
	\$436,718

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

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

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

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

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

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2			\$		155	31	\$ 5 547	\$ 178 94
2	4					132	2	64	32 00
3	2					132	15	1 963	130 87
4	4					115	204	14 917	73 12
5	2	115	60	7 587	126 45	115	121	18 731	154 80
6	4	112	8	237	29 63	112	3 923	117 593	29 98
7	2					112	3	485	161 67
8	4					110	489	13 993	28 62
9	4					100	76	2 304	30 32
10	4	90	6	174	29 00	90	398	11 424	28 70
11	4	80	1	25	25 00	80	18	527	29 28
12	4					77½	11	305	27 73
13									
14									
15									
16									
17									
18									
19									
20	TOTAL	XXXX	75	8 023	106 97	XXXX	5 291	187 853	35 50

- 21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid .76 (track miles)
 22 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid 52.91 (track miles)

517. GAGE OF TRACK AND WEIGHT OF RAIL

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

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

Line No.	Weight of rails per yard (a)	Line haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
1	155	97		Note: Re Schedule 516 The difference between the sum of charges to Additions and Betterments shown in Schedules 515 and 516 and the related charges to investment Account #9 Column E Line 9 Schedule 211 consisted of the following: Miscellaneous Adjustment \$ 27,186 Price variance 41,042 Welding rail and battered rail ends 152,712 Duty on rail 245 \$221,185
2	132	8 85		
3	131	49 09		
4	130	20 58		
5	115	2 309 54		
6	112	1 027 89		
7	110	521 69		
8	100	128 47		
9	90	1 822 26		
10	85	339 46		
11	80	159 34		
12	77½	474 35		
13	75	283 58		
14	70	197 40		
15	68	202 50		
16	66½	8 48		
17	65	3 43		
18	60	237 39		
19	56	204 09		
20	Total	7 999 36		

531. STATISTICS OF RAIL-LINE OPERATIONS

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

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

3. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Item 25 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 26 and 27 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

4. Item No. 33 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the

revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Item 34, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

5. For net ton-miles, Item 38, compute from conductors' train reports. This item represents the number of tons of revenue and nonrevenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

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

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

Item No.	Item (a)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)		
1	Average mileage of road operated (State in whole numbers)	8	262		3	033		8	275		x	x	x
	TRAIN-MILES												
2	Diesel locomotives	11	344	708	3	779	276	15	123	984	x	x	x
3	Other locomotives										x	x	x
4	Total locomotives	11	344	708	3	779	276	15	123	984		256	972
5	Motorcars					88	833		88	833			
6	Total train-miles	11	344	708	3	868	109	15	212	817		256	972
	LOCOMOTIVE UNIT-MILES												
7	Road service	30	959	566	8	317	370	39	276	936	x	x	x
8	Train switching	1	576	054				1	576	054	x	x	x
9	Yard switching	4	400	334		166	212	4	566	546	x	x	x
10	Total locomotive unit-miles	36	935	954	8	483	582	45	419	536	x	x	x
	CAR-MILES												
11	Total motorcar car-miles					88	833		88	833	x	x	x
12	Loaded freight cars	437	510	811		252	477	437	763	288	x	x	x
13	Empty freight cars	308	849	655				308	849	655	x	x	x
14	Caboose	11	216	870				11	216	870	x	x	x
15	Total freight car-miles (lines 12, 13 and 14)	757	577	336		252	477	757	829	813	x	x	x
16	Passenger coaches		23	868	12	268	098		12	291	966	x	x
17	Combination passenger cars (mail, express, or baggage, etc., with passenger)		144	423					144	423	x	x	x
18	Sleeping and parlor cars		6	639	6	236	155		6	242	794	x	x
19	Dining, grill and tavern cars		1	040	5	079	229		5	080	269	x	x
20	Head-end cars	3	221	599	15	826	203	19	047	802	x	x	x
21	Total (lines 16, 17, 18, 19 and 20)	3	397	569	39	409	685	42	807	254	x	x	x
22	Business cars		5	414		272	578		277	992	x	x	x
23	Crew cars (other than cabooses)										x	x	x
24	Grand total car-miles (lines 11, 15, 21, 22 and 23)	760	980	319	40	023	573	801	003	892	x	x	x
	GROSS TON-MILES AND TRAIN-HOURS IN ROAD SERVICE												
25	Gross ton-miles of locomotives and tenders (thousands)	4	425	861	1	286	865	5	712	726	x	x	x
26	Gross ton-miles of freight-train cars, contents, and cabooses (thousands)	40	035	590				40	035	590	x	x	x
27	Gross ton-miles of passenger-train cars and contents (thousands)		144	216	2	630	465		2	774	681	x	x
28	Train-hours—Total		483	375		82	235		565	610	x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC												
29	Tons of revenue freight	x	x	x	x	x	x	49	211	833	x	x	x
30	Tons of nonrevenue freight	x	x	x	x	x	x	594	971		x	x	x
31	Total tons revenue and nonrevenue freight	x	x	x	x	x	x	49	806	804	x	x	x
32	Ton-miles—Revenue freight in road service (thousands)	x	x	x	x	x	x	19	133	038	x	x	x
33	Ton-miles—Revenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
34	Total ton-miles—Revenue freight (thousands)	x	x	x	x	x	x	19	133	038	x	x	x
35	Ton-miles—Nonrevenue freight in road service (thousands)	x	x	x	x	x	x	185	146		x	x	x
36	Ton-miles—Nonrevenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
37	Total ton-miles—Nonrevenue freight (thousands)	x	x	x	x	x	x	185	146		x	x	x
38	Net ton-miles of freight—Revenue and nonrevenue (thousands)	19	318	184	None			19	318	184	x	x	x
	REVENUE PASSENGER TRAFFIC												
39	Passengers carried—Total	x	x	x	x	x	x	805	253		x	x	x
40	Passenger-miles—Total	x	x	x	x	x	x	328	906	061	x	x	x

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

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

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

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

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

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

Notes relating to Schedule 531

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

Item 29	Tons of Revenue Freight	47,450
Item 30	Tons of Non-revenue Freight	598
Item 32	Ton-miles - Revenue Freight in Road Service (Thousands)	10,380
Item 35	Ton-miles - Non-revenue Freight in Road Service (Thousands)	149
Item 38	Net Ton-miles of Freight - Revenue and Non-revenue (Thousands)	10,529
Item 39	Passengers carried	16,990
Item 40	Passenger-miles	922,419

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

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

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

Line No.	Name of person (a)		Title (b)	Salary per annum as of close of year (see instructions) (c)		Other compensation during the year (d)	
				\$		\$	
1	J. M. Budd	Jan. 1 to Dec. 31	President		175 000		5 649
2	R. W. Downing	Jan. 1 to May 7	Exec.Vice President-Executive		85 000		
3		May 8 to Dec. 31			95 000		4 820
4	Anthony Kane	Jan. 1 to May 7	Vice President - Law		80 000		
5		May 8 to Dec. 31			87 500		788
6	J. L. Robson	Jan. 1 to May 7	Vice President - Operation		65 000		
7		May 8 to Dec. 31			72 500		924
8	M. M. Scanlan	Jan. 1 to May 7	Vice President - Marketing		50 000		
9		May 8 to Dec. 31			60 000		535
10	J. A. Tauer	Jan. 1 to May 7	Vice President and Comptroller		50 000		
11		May 8 to Dec. 31			57 500		680
12	C. A. Eckart	Jan. 1 to May 7	Vice President - Executive		45 000		
13		May 8 to Dec. 31			50 000		5 408
14	T. C. DeButts	Jan. 1 to May 7	Vice President-Labor Relations		40 000		
15		May 8 to Dec. 31			47 500		49
16	L. L. Duxbury, Jr.	Oct. 8 to Dec. 31	Vice President - Eastern Counsel		45 000		48
17	L. E. Torinus	Jan. 1 to Dec. 31	General Solicitor		45 000		326
18	T. J. Lamphier	Jan. 1 to May 7	Vice President-Administration		28 800		
19		May 8 to Dec. 31			37 500		50
20	J. D. Taylor	Jan. 1 to June 30	Asst.Vice President-Operation		33 600		
21		July 1 to Dec. 31			36 000		3 384
22	V. P. Brown	Jan. 1 to June 30	Asst. Vice President-Pricing		33 248		
23		July 1 to Dec. 31			35 048		163
24	R. Paul Tjossem	Jan. 1 to June 30	General Attorney - Lines West		30 000		
25		July 1 to Dec. 31			34 000		147
26	H. J. Surles	Jan. 1 to Apr. 30	Genl. Supt. Transportation		29 700		
27		May 1 to Dec. 31			30 960		41
28	C. M. Rasmussen	Jan. 1 to Jan. 31	Asst. Vice President		30 000		
29		Feb. 1 to Dec. 31			30 900		96
30	W. L. Smith	Jan. 1 to Jan. 31	Asst.Vice President-Genl.Mgr.		25 800		
31		Feb. 1 to May 31			27 000		
32		June 1 to Dec. 31			30 000		12
33	R. M. O'Kelly	Jan. 1 to May 7	Secretary and Treasurer		24 000		
34		May 8 to Dec. 31			30 000		34
35							
36							
37							
38							
39							
40							
41							
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52							
53							
54							

563. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES

In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, allowance for expenses, or any form of payments amounting in the aggregate to \$30,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person (other than one of respondent's employees covered in schedule 562 in this annual report) for services or as a donation, except that with respect to contributions under \$30,000 which are made in common with other carriers under a joint arrangement in payment for the performance of services or as a donation, each such contribution shall be reported, irrespectively of the amount thereof, if the total amount paid by all contributors for the performance of the particular service is equal to the sum of \$50,000 or more.

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

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

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

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

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

Line No.	Name of recipient (a)	Description of service (b)	Amount of payment (c)	
			\$	
1	Forney Inc., John W.	Advertising	658	102
2	McKinsey & Co.	Services	191	458
3	Haskins & Sells	"	30	000
4	Association of Western Railroads	Proportion of Expenses	643	439
5	Association of American Railroads	" " "	412	072
6	Minnesota Railroads	" " "	32	005
7	North Dakota Railroads	" " "	49	196
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
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31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				
TOTAL			2	016 272

571. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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

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

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	DIESEL	ELECTRIC	OTHER (STEAM, GAS TURBINE, ETC.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight	76,448,438			
2	Passenger	14,949,218			
3	Yard switching	7,430,143			
4	Total	98,827,799			
5	Work train	582,784			
6	GRAND TOTAL	99,410,583			
7	Total cost of fuel*	\$9,665,502			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	DIESEL	ELECTRIC	GASOLINE
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
11	Freight			
12	Passenger	42,288		
13	Yard switching	NONE		
14	Total	42,288		
15	Work train			
16	GRAND TOTAL	42,288		
17	Total cost of fuel*	\$4,632		

*Show cost of fuel charged to train and yard service (accounts Nos. 382 and 394, for other than electric, and accounts Nos. 363, 384, 395, and 396, for electric). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service.

NOTES AND REMARKS

581. CONTRACTS, AGREEMENTS, ETC.

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

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

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

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

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

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

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

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

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

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

1.(f) 1.(g) 1.(h) 1.(i) 1.(j) - None

- (a) Master agreement between railroad members of Western Railroad Traffic Association and Railway Express Agency, Inc., dated June 3, 1969, covers rules and charges for transportation of express traffic.
- (b) United States of America (Postmaster General). Agreement dated February 14, 1969 covers transportation of mail by train between St. Paul, Minnesota, and Spokane, Washington; Seattle, Washington, and Portland, Oregon, and between Spokane and Seattle, Washington.
- (c) The Pullman Company. Uniform Service Contract dated March 23, 1949 providing for furnishing sleeping car service canceled effective July 31, 1969.
- (d) Space Center, Inc. - Agreement dated October 1, 1969 covers leasing of 157 trailers at agreed rates of \$1.45 to \$4.43 per day, depending on size and type of trailer.
- Cargill, Inc. - Agreement dated October 20, 1969 provides for Great Northern to sublease fifty-seven cars leased by Cargill, Inc., from Pullman, Incorporated at rate of \$7.00 per car per day while in Great Northern Service.
- Western Fruit Express Company - Agreement dated October 27, 1969 provides for Western Fruit Express to lease 175 70-ton mechanical refrigerator cars and twenty-five 100-ton mechanical refrigerator cars at rate of \$156.09 per car per month up to and including March 31, 1970.
- Western Fruit Express Company - Agreement dated July 14, 1969 covers lease by Western Fruit Express of forty-eight 50-ton steel sheathed refrigerator cars at rate of \$715.00 per car per year.
- (e) The Montana Western Railway. Agreement dated June 12, 1969 provides for purchase of tracks, land and other properties of Montana Western Railway for \$110,000.00. I.C.C. Finance Docket No. 25759.
- Canadian National and Canadian Pacific Railways Companies. Agreement dated March 5, 1969 covers handling of Canadian Pacific Railway freight cars in Canadian National Railways' trains over Great Northern track between Sapperton Junction and Ardley, British Columbia, Canadian Pacific Railway to pay 1½% per annum on value of line and proportion of costs based on car miles.
- Spokane, Portland and Seattle Railway Company. Agreement effective June 30, 1969 covers inspection, handling, and repairs of locomotives, freight and passenger cars at Great Northern facilities at Spokane and Hillyard, Washington.

591. CHANGES DURING THE YEAR

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

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

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

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

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

(Class 5) Line operated under trackage rights.

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

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

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

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

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

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total	Remarks
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1	M		3 45		2 68	2 91		9 04	
2	1	B				41			41	
3	5	M					05		05	
4	5	B				21	09		30	
5										
6										
7										
8										
9										
10										
11										
12										
13	TOTAL INCREASE			3 45		3 30	3 05		9 80	

DECREASES IN MILEAGE

21	1	M	36					1 51	1 87	
22	1	B	75				8 08	25	9 08	
23	3	B				02			02	
24	5	M		2 69		05		52	3 26	
25	5	B	01						01	
26										
27										
28										
29										
30										
31										
32	TOTAL DECREASE		1 12	2 69		07	8 08	2 28	14 24	

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

Owned by respondent:

Miles of road constructed NONE

Miles of road abandoned NONE

Owned by proprietary companies: NONE

Miles of road constructed

Miles of road abandoned NONE

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

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

VERIFICATION

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

OATH

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

State of MINNESOTA

County of RAMSEY

ss:

J. A. TAUER

(Insert here the name of the affiant)

makes oath and says that he is

Vice President and Controller
Burlington Northern Inc.(successor pursuant to statutory merger
of Great Northern Railway Company, until
March 2, 1970, Vice President and
Comptroller, Great Northern Railway
Company). (Insert here the official title of the affiant)

of GREAT NORTHERN RAILWAY COMPANY

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

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

January 1, 1969, to and including December 31, 1969.

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and
county above named, this 30th day of March, 1970

My commission expires

[Use an
L. S.
Impression seal]

JOHN V. HURLEY,
Notary Public, Ramsey County, Minn.
My Commission Expires Aug. 21, 1974

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of MINNESOTA

County of RAMSEY

ss:

J. M. BUDD

(Insert here the name of the affiant)

makes oath and says that he is

Chairman and Chief Executive Officer
Burlington Northern Inc.
(successor pursuant to statutory merger
of Great Northern Railway Company,
until March 2, 1970, President, Great
Northern Railway Company)

(Insert here the official title of the affiant)

of GREAT NORTHERN RAILWAY COMPANY

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

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

period of time from and including January 1, 1969, to and including December 31, 1969

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and
county above named, this 30th day of March, 1970

My commission expires

[Use an
L. S.
Impression seal]

MARILYN A. BLOM, NOTARY PUBLIC, RAMSEY CO., MINN.
MY COMMISSION EXPIRES MAY 24, 1971

INDEX

	Page No.		Page No.
Accruals—Railway tax	317	Equipment—Classified	404-406
Accrued taxes—Federal income and other	242B	Company service	406
Additions and betterments—Investment in, made during year	220-222	Covered by equipment obligations	238
Advances to other companies—Investment	214-217	Depreciation charged to operating expenses	314
Affiliated companies—Amounts payable to	242	Floating	406
Investments in	210-213	Freight-train cars	405
Agreements, contracts, etc.	529	Installed during the year—Unit cost	229
Amortization of defense projects—Road and equipment owned and leased from others (balance-sheet account)	227	Inventory of	404-406
Amounts payable to affiliated companies	242	Leased from others—Depreciation base and rates	224
Assets—Contingent	248	Reserve	226A
Other	232	To others—Depreciation base and rates	225
		Reserve	226B
		Locomotive	234-236
		Obligations	234-236
		Obligations due within 1 year	234-237
		Owned—Depreciation base and rates	224
		Reserve	226
		Or leased not in service of respondent	404-406
		Passenger-train cars	406
		Retirements charged to operating expenses	314
		Used—Depreciation base and rates	224
		Reserve	226
		Expenses—Of miscellaneous nonoperating physical property	230B, 231
		Railway operating	304-315
Balance sheet	200, 201		
		Extraordinary and prior period items	301A
Capital funds	206, 207		
Stock (see Stock)		Floating equipment	406
Surplus	247	Freight-train cars	405
Car, locomotive, and floating equipment—Classification of respondent's	404-406	Cars—Hire of	319
Car statistics	508, 509	Fuel consumed by motive-power units	528
Cash investments—Temporary	203	Cost	528
Changes during the year	530	Funded debt (see Debt)	
Charges—Other deferred	232	Funds—Capital	206, 207
Coal (see Fuel)		Insurance	206, 207
Company service equipment	406	Other reserve	206, 207
Compensation of officers and directors	526	Sinking	206, 207
Paid under labor awards (back pay only)	514		
Consumption of fuel by motive-power units	528	Gage of track	507
Contingent assets and liabilities	248	Gasoline (see Fuel)	
Contracts—Abtract of leasehold	321	General officers	101
Agreements, etc.	529	Grade crossings	415, 500
Control over respondent	105	Separations	503
Conversion of securities of other companies—Stock liability for	246	Guaranties and suretyships	109
Corporations controlled by respondent	104, 210-213		
Cost of equipment installed during the year—Unit	229	Highway motor-vehicle enterprises in which respondent had a financial interest during year	414
Credits—Other deferred	243	Operations	411
Crossings—Grade	415, 500	Hire of freight cars	319
Added and eliminated during year	415, 500		
Crossties (see Ties)		Identity of respondent	100
		Income account for the year	300-301A
Debt—Funded, unmatured	234-236		
Changes during the year	237	Bonds—Interest on	239
Consideration received for issues during year	237	From lease of road and equipment	318
In default	234-236	From nonoperating property	231
Other due within 1 year	234-236	Insurance funds	206, 207
Defense projects, road and equipment owned and leased from others—Amortization of	227	Interest accrued on amounts payable to affiliated companies	242
Deposits—Special	203	Unmatured funded debt	236
Depreciation base—Miscellaneous physical property	230B, 231	Receivers' and trustees' securities	236
Road and equipment leased from others	224	In default	236
To others	225	On income bonds	239
Owned and used	224	Investments in securities of (and advances to) affiliated companies	210-217
Charged to operating expenses—Equipment	314	Other	214-217
Road property	312	Adjustment of book values	210-217
Shop and power-plant machinery	314	Controlled through nonreporting subsidiaries	218, 219
Rates—Miscellaneous physical property	230B, 231	Disposed of during year	210-217
Road and equipment leased from others	224	Made during year	210-217
To others	225	Equipment, unit cost of	229
Owned and used	224	Miscellaneous physical property	230B, 231
Reserve—Miscellaneous physical property	230B, 231	Railway property used in transportation service	230-230A
Road and equipment leased from others	226A	Road and equipment	220-222
To others	226B	Changes during year	220-222
Owned and used	226	Of proprietary companies	249
Directors	101	Temporary cash	203
Dividend appropriations	302		
Elections and voting powers	108		
Electric locomotive equipment at close of year	404		
Enterprises—Highway motor-vehicle	414		

INDEX—Concluded

	Page No.		Page No.
Leased lines—Investments made during the year in additions and betterments on.....	220-222	Rent for leased roads and equipment.....	321
Leasehold contracts—Abstracts of.....	321	Income, miscellaneous.....	318
Leases—Abstract of terms and conditions of.....	318	Locomotives.....	320
Liabilities—Contingent.....	248	Rentals—Passenger-train car.....	320
Other.....	243	Rents—Miscellaneous.....	322
Loans and notes payable.....	242A	Retained income—Appropriated.....	247
Receivable.....	203	Unappropriated.....	302
Locomotive equipment.....	404, 405	Miscellaneous items in account for year.....	323
Electric and other.....	404, 405	Retirements—Equipment.....	314
Rentals.....	320	Road.....	312
Long-term debt due within 1 year.....	234-236	Revenues—Freight.....	303
In default.....	234-236	Miscellaneous nonoperating physical property.....	231
		Passenger.....	303
		Railway operating.....	303
		Road and equipment—Investment in.....	220-222
		Projects—Amortization of.....	227
		Leased from others—Depreciation base and rates.....	224
		Reserve.....	226A
		To others—Depreciation base and rates.....	225
		Reserve.....	226B
		Owned—Depreciation base and rates.....	224
		Reserve.....	226
		Used—Depreciation base and rates.....	224
		Reserve.....	226
		Operated at close of year.....	400A, 401
		By States and Territories.....	401
		Owned and not operated at close of year.....	400B
		Property—Depreciation.....	312
		Retirements.....	312
Mileage—Changes during the year.....	530	Salvage on rails taken up.....	506
Average of road operated.....	508	Ties withdrawn.....	504
Of main tracks and weight of rail.....	507	Securities (see Investments).....	
Of new tracks in which rails were laid.....	507	Separately operated properties—Profit or loss.....	319
Of new tracks in which ties were laid.....	505	Separations—Grade.....	503
Of road constructed and abandoned.....	530	Services rendered by other than employees—Payments for.....	527
Operated at close of year.....	400-403	Shop and power-plant machinery—Depreciation.....	314
By States and Territories.....	401, 403	Sinking funds.....	206-207
Owned and not operated at close of year.....	400B	Special deposits.....	203
Miscellaneous items in retained income accounts for the year.....	323	Statistics of rail-line operations.....	508
Physical property—Depreciation base and rates.....	230B, 231	Switching and terminal traffic and car.....	509
Reserve.....	230B, 231	Stock outstanding.....	245
Investment in.....	230B, 231	Changes during year.....	246
Physical properties operated during year.....	230B, 231	Consideration received for issues.....	246
Rent income.....	318	Liability for conversion.....	246
Rents.....	322	Number of security holders.....	108
Motor rail cars owned or leased.....	406	Total voting power.....	108
Motor-vehicle enterprises, highway, in which respondent had an interest during year.....	414	Value per share.....	108
Motor vehicles, highway.....	411	Voting rights.....	108
		Suretyships—Guarantee and.....	109
		Surplus capital.....	247
		Switching and terminal traffic and car statistics.....	509
Net income.....	301A	Tax accruals—Railway.....	317
		Taxes accrued—Federal income and other.....	242B
		On miscellaneous nonoperating physical property.....	230B, 231
		Temporary cash investments.....	203
		Ties laid in replacement.....	504
		Charges to additions and betterments.....	504
		Operating expenses.....	504
		Salvage.....	504
		Additional tracks, new lines, and extensions.....	505
		Miles of new tracks in which ties were laid.....	505
		Number in maintained tracks.....	504
		Tracks operated at close of year (switching and terminal companies).....	402
		Miles of, at close of year, by States and Territories (switching and terminal companies).....	403
Oath.....	533	Unit cost of equipment installed during the year.....	229
Obligations—Equipment.....	234-236	Unmatured funded debt.....	234-236
Due within 1 year.....	234-236		
Officers—General, of corporation, receiver, or trustee.....	101		
Compensation of.....	526		
Operating expenses (see Expenses).....			
Revenues (see Revenues).....			
Statistics (see Statistics).....			
Ordinary income.....	301A		
Other assets.....	232		
Deferred credits.....	243		
Deferred charges.....	232		
Elements of investment.....	223		
Liabilities.....	243		
Reserve Funds.....	206, 207		
Passenger-train car rental.....	320		
Train cars.....	406		
Payments for services rendered by other than employees.....	527		
Pick-up and delivery service.....	411		
Payments to others.....	303		
Profit or loss—Separately operated properties.....	319		
Property (see Investments).....			
Proprietary companies.....	249		
Purposes for which funded debt was issued or assumed during year.....	237		
Of stocks actually issued.....	246		
Rail motor cars owned or leased.....	406		
Rails laid in replacement.....	506		
Charges to additions and betterments.....	506		
Charges to operating expenses.....	506		
Salvage value.....	506		
Additional tracks, new lines, and extensions.....	507		
Miles of new track in which rails were laid.....	507		
Weight of.....	507		
Railway operating expenses.....	304-315		
Revenues.....	303		
Tax accruals.....	317		
Receivers' and trustees' securities.....	234-236		
		Vehicles—Highway motor.....	411
		Verification.....	533
		Voting powers and elections.....	108
		Weight of rail.....	507