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DUPLICATE

ACAA- R-1

annual report

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EXPIRES 3-31-93

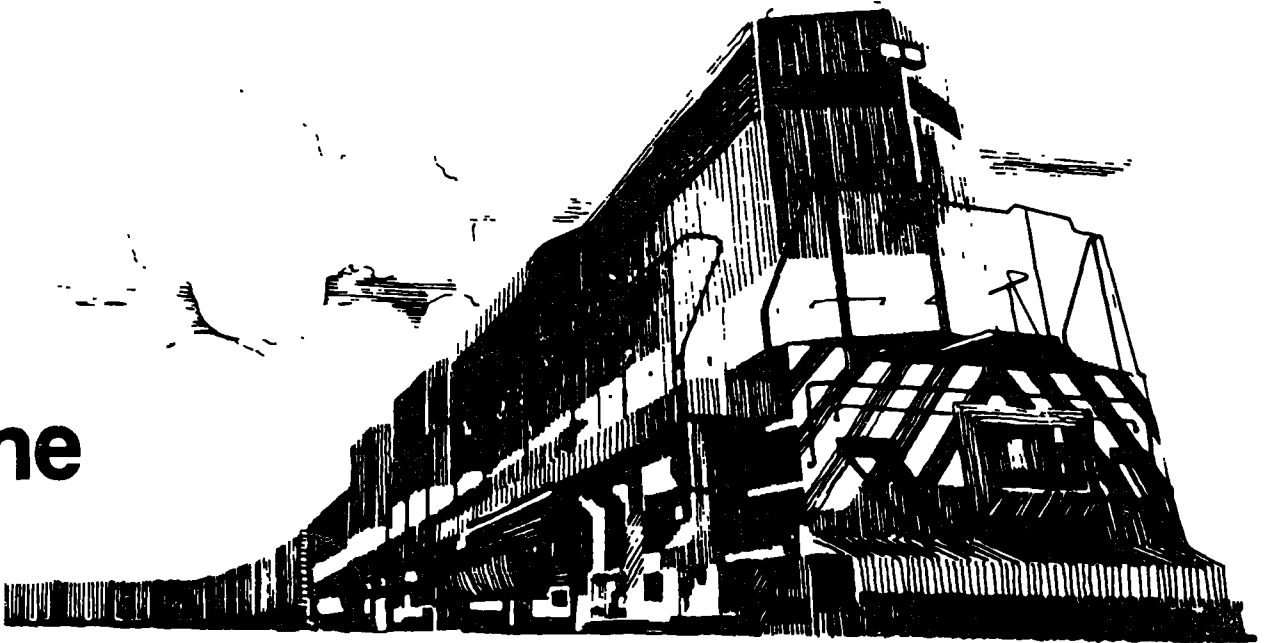
DO NOT
REPORT

GRAND TRUNK WESTERN RAILROAD COMPANY
1333 BREWERY PARK BLVD.
DETROIT, MICHIGAN 48207-2699

Correct name and address if different than shown.

Full name and address of reporting carrier.
(Use mailing label on original, copy in full on duplicate.)

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1991

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. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act.

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

(c) The Commission shall streamline and simplify, to the maximum extent practicable, the reporting requirements applicable under this subchapter to motor common carriers of property with respect to transportation provided under certificates to which the provisions of section 10922(b)(4)(E) of this title apply and to motor contract carriers of property with respect to transportation provided under permits to which the provisions of section 10923(b)(5) of this title apply. Pub. L. 95-473, Oct. 17, 1978, 92 Stat. 1427; Pub. L. 96-296, § 5(b), July 1, 1980, 94 Stat. 796.

(49) U.S.C. 11981. (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANNUAL REPORT

OF

GRAND TRUNK WESTERN RAILROAD COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1991

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

(Name) K. L. Murphy (Title) Director Disbursement Accounting

(Telephone number) 313-396-6214

(Office address) 1333 Brewery Park Blvd., Detroit, MI 48207-2699
(Area code) (Telephone number)
(Street and number, city, State, and ZIP code)

SPECIAL NOTICE

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

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

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

TABLE OF CONTENTS

| | SCHEDULE NO. | PAGE | | SCHEDULE NO. | PAGE |
|---|--------------|------|---|--------------|------|
| Schedules Omitted by Respondent | A | 1 | Supporting Schedule—Road | 416 | 58 |
| Identity of Respondent | B | 2 | Specialized Service Subschedule—Transportation | 417 | 60 |
| Voting Powers and Elections | C | 3 | Supporting Schedule—Capital Leases | 418 | 61 |
| Comparative Statement of Financial Position | 100 | 5 | Analysis of Taxes | 450 | 63 |
| Results of Operations | 210 | 16 | Items in Selected Income and Retained Earnings | | |
| Retained Earnings—Unappropriated | 220 | 19 | Accounts for the Year | 460 | 65 |
| Capital Stock | 230 | 20 | Guarantees and Suretyships | 501 | 66 |
| Statement of Changes in Financial Position | 240 | 21 | Compensating Balances and Short-Term Borrowing | | |
| Working Capital Information | 245 | 23 | Arrangements | 502 | 67 |
| Investments and Advances Affiliated Companies | 310 | 26 | Separation of Debt Holdings between Road Property and | | |
| Investments in Common Stocks of Affiliated Companies | 310A | 30 | Equipment | 510 | 69 |
| Road Property and Equipment and Improvements to leased | | | Transactions Between Respondent and Companies or | | |
| Property and Equipment | 330 | 32 | Persons Affiliated With Respondent for Services | | |
| Depreciation Base and Rates—Road and Equipment | | | Reserved or Provided | 512 | 72 |
| Owned and Used and Leased from Others | 332 | 34 | Mileage Operated at Close of Year | 700 | 74 |
| Accumulated Depreciation—Road and Equipment | | | Miles of Road at Close of Year—By State and | | |
| Owned and Used | 335 | 35 | Terminus (Single Track) (For Other Than Switching and | | |
| Accrued Liability—Leased Property | 339 | 36 | Terminal Companies) | 702 | 75 |
| Depreciation Base and Rates—Improvements to Road | | | Inventory of Equipment | 710 | 78 |
| and Equipment Leased from Others | 340 | 37 | Unit Cost of Equipment Installed During the Year | 710S | 84 |
| Accumulated Depreciation—Improvements to Road and | | | Track and Traffic Conditions | 720 | 85 |
| Equipment Leased from Others | 342 | 38 | Ties Lost in Replacement | 721 | 86 |
| Depreciation Base and Rates—Road and Equipment | | | Ties Lost in Additional Tracks and in New Lines and | | |
| Leased to Others | 350 | 40 | Extensions | 722 | 87 |
| Accumulated Depreciation—Road and Equipment | | | Rails Lost in Replacement | 723 | 88 |
| Leased to Others | 351 | 41 | Rails Lost in Additional Tracks and in New Lines and | | |
| Investment in Railroad Property Used in Transportation | | | Extensions | 724 | 89 |
| Service (By Company) | 352A | 42 | Weight of Rail | 725 | 90 |
| Investment in Railway Property Used in Transportation | | | Summary of Track Replacements | 726 | 91 |
| Service (By Property Accountant) | 352B | 43 | Consumption of Fuel by Motor-Power Units | 750 | 91 |
| Railway Operating Expenses | 410 | 45 | Railroad Operating Statistics | 755 | 94 |
| Way and Structures | 412 | 52 | Verification | | 98 |
| Rooms for Interchanged Freight Train Cars and Other Freight | | | Memoiranda | | 99 |
| Carrying Equipment | 414 | 53 | Index | | 100 |
| Supporting Schedule—Equipment | 415 | 56 | | | |

A. SCHEDULES OMITTED BY RESPONDENT

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

| Page | Schedule No. | Title |
|------|--------------|-------|
| | | NONE |

B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Grand Trunk Western Railroad Company
2. Date of incorporation Cons. Agmt. 5/9/1928, eff. 11/1/28, amended agmt. 10/16/29
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees
Incorporated in states of Michigan and Indiana
Michigan: Section 8263 Compiled Laws of 1915 as amended by Act 366, P.A. 1927
Indiana: Acts of 1853, page 105, as amended by Acts of 1897, page 283 and
Acts of 1893, page 181, being Section 13192 and 13198 of Burnes
Annotated Indiana Statutes of 1926
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars _____

STOCKHOLDERS REPORTS

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

Check appropriate box:

☐ Two copies are attached to this report.

☒ Two copies will be submitted May 4, 1992
 (date)

☐ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

- 1 State the par value of each share of stock. Common, NPV 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 in one vote; if not, give full particulars in a footnote.
- 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.
Not closed
- 7 State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 800,000 votes, as of December 31, 1991 (Date)
- 8 State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 8 stockholders.
- 9 Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any); if any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

| Line No. | Name of security holder | Address of security holder | Number of votes to which security holder was entitled | NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED | | | Line No. |
|----------|-------------------------|----------------------------|---|---|------------|-----------|----------|
| | | | | | Stock | | |
| | | | | | PREFERRED | | |
| | (a) | (b) | (c) | Common (d) | Second (e) | First (f) | |
| 1 | Grand Trunk | | | | | | 1 |
| 2 | Corporation | Portland, ME | 799,993 | 799,993 | none | none | 2 |
| 3 | J.A. Best | Bedford,VA | 1 | 1 | none | none | 3 |
| 4 | J.H.Burdakin | Birmingham,MI | 1 | 1 | none | none | 4 |
| 5 | V.G. Istock | Detroit,MI | 1 | 1 | none | none | 5 |
| 6 | R.E.Lawless | Montreal,Que | 1 | 1 | none | none | 6 |
| 7 | E.A. Mascoll | Toronto,Ont. | 1 | 1 | none | none | 7 |
| 8 | J.H.McNeal Jr | Bloomfield Hills,MI | 1 | 1 | none | none | 8 |
| 9 | P.M.Turner | Muskegon,MI | 1 | 1 | none | none | 9 |
| 10 | | | | | | | 10 |
| 11 | | | | | | | 11 |
| 12 | | | 800,000 | 800,000 | | | 12 |
| 13 | | | | | | | 13 |
| 14 | | | | | | | 14 |
| 15 | | | | | | | 15 |
| 16 | | | | | | | 16 |
| 17 | | | | | | | 17 |
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| 27 | | | | | | | 27 |
| 28 | | | | | | | 28 |
| 29 | | | | | | | 29 |
| 30 | | | | | | | 30 |

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 800,000
votes cast.

11. Give the date of such meeting. June 11, 1991

12. Give the place of such meeting. Dearborn, MI

NOTES AND REMARKS

Road Initials: GTW Year 1991

200 - Comparative Statement Of Financial Position - Assets

Page - 5

| Line | Account | Title | Closing Balance | Beginning Balance |
|---------------------------|---|-------|--------------------|----------------------|
| | | (A) | (B) | (C) |
| Assets | | | | |
| 1 | 701 Cash | | 145 | 112 |
| 2 | 702 Temp Cash Investments | | 0 | 16,700 |
| 3 | 703 Sp Deposits | | | |
| 4 | 704 Accts. Rec. - Loans & Notes | | | |
| 5 | 705 A/C Rec. Interline And Other | | 3,299 | 2,758 |
| 6 | 706 A/C Rec. Customers | | 14,334 | 22,702 |
| 7 | 707 A/C Rec. Other | | 3,589 | 3,127 |
| 8 | 709,708 Accrued A/Cs Rec | | 39,241 | 49,724 |
| 9 | 708.5 Receivables From Affiliated Co's | | 181 | 14,463 |
| 10 | 709.5 Less: Allow For Uncollectible Accts | | (343) | (481) |
| 11 | 710,11,14 Work Funds,Prepmts,Def I/C Tax | | 6,837 | 6,353 |
| 12 | 712 Materials And Supplies | | 15,555 | 18,265 |
| 13 | 713 Other Current Assets | | 78 | 612 |
| 14 | Total Current Assets | | 82,916 | 134,335 |
| 15 | 715,16,17 Special Funds | | 2,673 | 2,432 |
| 16 | 721,721.5 Investmnts & Adv Affiliated Co's | | 62,913 | 6,822 |
| 17 | 722,723 Other Investments And Advances | | 106 | 91 |
| 18 | 724 Allowances For Net Unrealized Loss | | | |
| 19 | 737,738 Prop Used In O/T Carrier Operations | | 1,633 | 1,646 |
| 20 | 739,741 Other Assets | | 12,090 | 8,716 |
| 21 | 743 Other Deferred Debits | | 3,909 | 3,465 |
| 22 | 744 Accumulated Deferred I/C Tax Debits | | | |
| 23 | Total Other Assets | | 83,324 | 23,172 |
| Road and Equipment | | | | |
| 24 | 731,732 Road (Sch 330) | | 329,567 | 318,879 |
| 25 | 731,732 Equipment (Sch 330) | | 145,215 | 148,856 |
| 26 | 731,732 Unallocated Items | | 3,532 | 7,115 |
| 27 | 733,735 Accum. Depr & Amort(Sch335,342,351) | | (165,870) | (158,640) |
| 28 | Net Road And Equipment | | 312,444 | 316,210 |
| 29 | Total Assets | | 478,684 | 473,717 |

NOTES AND REMARKS

Road Initials: GTW Year 1991

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-LIABILITIES AND SHAREHOLDERS EQUITY

Page - 6

| Line | Title | Balance at Close of Year | Balance at Beginning of Year |
|-------------------|---|--------------------------------|------------------------------------|
| No. | Account | (b) | (c) |
| 30 | 751 Loans & Notes Payable | 18,800 | 0 |
| 31 | 752 A/Cs Payable, I/L & Other | 610 | 5,846 |
| 32 | 753 Audited Accts And Wages | 7,501 | 10,735 |
| 33 | 754 Other Accts Payable | 284 | 724 |
| 34 | 755,756 Interest & Dividends Payable | 471 | 621 |
| 35 | 757 Payables To Affiliated Companies | 160 | 2,237 |
| 36 | 759 Accrued Accounts Payable | 75,223 | 78,428 |
| 37 | 760,1,1.5,2 Taxes Accrued | 3,514 | 4,185 |
| 38 | 763 Other Current Liabilities | 7,016 | 23,216 |
| 39 | 764 Eq Obligations & Oth. L/Term Debt Due 1 Yr | 3,720 | 4,426 |
| 40 | Total Current Liabilities | 117,299 | 130,418 |
| 41 | 765,767 Funded Debt Unmatured | 1,134 | 1,209 |
| 42 | 766 Equipment Obligations | 5,698 | 8,725 |
| 43 | 766.5 Capitalized Lease Obligations | 2,559 | 2,165 |
| 44 | 768 Debt In Default | | |
| 45 | 769 Accts Payable, Affiliated Co'S | 47,696 | 0 |
| 46 | 770.1,.2 Unamortized Debt Premium | | |
| 47 | 781 Interest In Default | | |
| 48 | 783 Deferred Rev.-Trfs Govt Authorities | 6,348 | 6,547 |
| 49 | 786 Accum Defferred Income Tax Credits | 30,146 | 31,949 |
| 50 | 771-5,782,4 Other Long Term Liabilities & Def Credits | 59,730 | 43,101 |
| 51 | Total Non-Current Liabilities | 153,311 | 93,696 |
| 52 | 791,92 Capital Stock (Sch 230, L.53 & 54) | 20,000 | 20,000 |
| 53 | Common Stock | 20,000 | 20,000 |
| 54 | Prefered Stock | | |
| 55 | Discount On Capital Stock | | |
| 56 | 794,795 Additional Capital (Sch 230) | 246,186 | 246,186 |
| 57 | 797 Retained Earnings - Appropriated | | |
| 58 | 798 Unappropriated (Schedule 200) | (58,112) | (16,583) |
| 59 | 798.1 Net Unrealized Loss-Noncurrent Securities | | |
| 60 | 798.5 Less: Treasury Stock | | |
| 61 | Net Stockholders Equity | 208,074 | 249,603 |
| 62 | Total Liabilities & Shareholders Equity | 478,684 | 473,717 |
| NOTES AND REMARKS | | | |

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

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

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made SEE NOTE 2 ON PAGE 9 \$

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year SEE NOTE 3 ON PAGE 9

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund SEE NOTE 3 ON PAGE 9 \$

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

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

If funding is by trust agreement, list trustee(s) Northern Trust Co.

Date of trust agreement or latest amendment

If respondent is affiliated in any way with the trustee(s), explain affiliation: No affiliation

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement CV Rwy, DWP RR, CN Rwy. (U.S. employees) allocated actuarially

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

Yes No X

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

(u) Are voting rights attached to any securities held by the pension plan? Specify. Yes X No If yes, who determines how stock is voted? Voting determined by Trustee

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

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ N/A

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

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

Continued on following page

100. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

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

Disclose the nature and amount of contingency that is material.

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

See note 7 on page 10

(a) Changes in Valuation Accounts

8. Marketable Equity Securities.

| | | Cost | Market | Dr. (Cr) to Income | Dr. (Cr) to Stockholders Equity |
|----------------|----------------------|------|--------|-----------------------|------------------------------------|
| (Current Yr.) | Current Portfolio | | | | N/A |
| as of / / | Noncurrent Portfolio | | | N/A | 5 |
| (Previous Yr.) | Current Portfolio | | | N/A | N/A |
| as of / / | Noncurrent Portfolio | | | N/A | N/A |

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

Not Applicable

Gains

Losses

Current \$ _____ \$ _____
Noncurrent _____

net unrealize (loss) of \$ _____ on the sale of marketable equity securities was included in net income for _____ (year)
of securities sold was based on _____ (method) cost of _____ the shares of each security held at time of sale.

Not Applicable

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

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

100. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

ITEM 2

NOTES TO FINANCIAL STATEMENTS

Unused operating loss carryovers exist as of January 1, 1992 in the amount of \$109,459. However, because of the alternative minimum tax provision of the Tax Reform Act of 1986, it is not possible to determine with certainty the amount of future earnings which can be realized before paying federal income tax.

ITEM 3

GTW has defined benefit pension plans covering management and certain other personnel. The benefits are based on length of service and average monthly compensation prior to retirement. The Company annually funds an amount necessary to satisfy the minimum requirements of the Employee Retirement Income Security Act.

The following tables set forth the plan's funded status, amounts recognized in the balance sheet at December 31, 1991 and 1990, and components of net periodic pension expense (income) (in thousands of dollars):

| | 1991 | 1990 |
|--|-----------------|-----------------|
| Actuarial present value of benefit obligations: Vested | \$37,175 | \$30,786 |
| Nonvested | <u>2,883</u> | <u>2,292</u> |
| Total accumulated benefit obligations | <u>\$40,058</u> | <u>\$33,078</u> |
| Projected benefit obligation for service rendered to date | 46,093 | \$38,221 |
| Plan assets at fair value, primarily listed securities | <u>48,726</u> | <u>43,327</u> |
| Plan assets in excess of (less than) projected benefit obligation | 2,633 | 5,106 |
| Unrecognized net loss (gain) from past experience different from that assumed | 6,161 | 3,877 |
| Unrecognized prior service cost | 1,636 | 1,694 |
| Unrecognized net obligation (asset) at January 1, being recognized over 15 years | <u>(5,012)</u> | <u>(5,568)</u> |
| Prepaid (accrued) pension expense recognized in the consolidating balance sheet | <u>5,418</u> | <u>5,109</u> |
| Net pension expense (income) included the following components (\$000): | | |
| Service cost benefits earned during the year | \$ 589 | \$ 596 |
| Interest cost on projected benefit obligation | 3,704 | 3,569 |
| Actual return on plan assets | (8,485) | 1,568 |
| Net amortization and deferral | <u>3,883</u> | <u>(6,082)</u> |
| Net periodic pension expense (income) | <u>\$ (309)</u> | <u>\$ (349)</u> |

300. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Continued

NOTES TO FINANCIAL STATEMENTS

ITEM 7

Various legal actions, general claims, and governmental proceedings, including various actions brought under the Environmental Protection Act are pending against GTW. In 1991 the Environmental Protection Agency (EPA) issued its Record of Decision outlining the course of remedial action and related estimated costs for contamination cleanup at the GTW Battle Creek location. GTW and various other companies are included in the proceedings. In February 1992, the EPA issued its administrative order requiring GTW to design and implement the remedy for a portion of the site. The 1991 financial statements include a provision for the estimated clean-up costs.

Litigation is subject to many uncertainties; the outcome of individual litigated matters is not predictable with assurance and it is possible that some of the foregoing matters may be decided unfavorably to GTW. If successful, some of the actions, claims, or proceedings could require very large expenditures. The financial statements reflect a provision for the aggregate amount of liability which management of GTW, in consultation with legal counsel, believes has probably been incurred. While it is reasonably possible that some of the foregoing matters may be settled at a cost greater than that provided for, it is the opinion of management that the ultimate liability, if any, with respect to these matters will not materially affect the financial position of GTW.

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

NOTES TO FINANCIAL STATEMENTS

100. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS**

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

NOTES TO FINANCIAL STATEMENTS

288. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Continued**NOTES TO FINANCIAL STATEMENTS**

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

NOTES TO FINANCIAL STATEMENTS

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

210 - Results Of Operations

Page 17

| Line No | Item (A) | Amount Curr. Yr. (B) | Amount Prior Yr (C) | Freight Rev&Exp (D) | Passenger Rev&Exp (E) |
|-------------------------|---|----------------------|---------------------|---------------------|-----------------------|
| Fixed Charges | | | | | |
| 38 (546) | Interest On Funded Debt - Fixed | 1,654 | 2,204 | | |
| 39 (546) | Interest On Funded Debt-In Default | | | | |
| 40 (547) | Interest On Unfunded Debt | 1,129 | 199 | | |
| 41 (548) | Amort Of Discount On Funded Debt | 20 | 21 | | |
| 42 | Total Fixed Charges (Lines 38-41) | 2,803 | 2,424 | | |
| 43 | Income After Fixed Chges(Lines 37,42) | (46,610) | (9,015) | | |
| Other Deductions | | | | | |
| 44 (546) | Int On Funded Debt-Contingent Int. | | | | |
| 45 (555) | Unusual Or Infrequent Items | | | | |
| 46 | Income(Loss) From Continuing Operations | (46,610) | (9,015) | | |
| | (556) Income taxes on ordinary income: | | | | |
| 47 | A) Federal Income Taxes | (2,683) | (2,823) | | |
| 48 | B) State Income Taxes | (595) | (591) | | |
| 49 | C) Other Income Taxes | | | | |
| 50 (557) | Provision For Deferred Taxes | (1,803) | 3,246 | | |
| 51 | Total Provisions For Income Tax(L47-50) | (5,081) | (168) | | |
| 52 | Income From Continuing Operations | (41,529) | (8,847) | | |
| 53 (560) | Income/Loss For Discontinued Operations | 0 | | | |
| 54 (562) | Gain/Loss On Disposal Of Discont. Segments | 0 | | | |
| 55 | I/C Before Extraordinary Items(L52-54) | (41,529) | (8,847) | | |
| 56 (570) | Extraordinary Items | | | | |
| 57 (590) | Incomes Taxes On Extraordinary Items | | | | |
| 58 (591) | Provision For Deferred Taxes-Extraordinary | | | | |
| 59 | Total Extraordinary Items (Lines 56-58) | | | | |
| 60 (592) | Cumulative effect of changes in accounting principles | | | | |
| 61 | Net Income (Loss) (Lines 55+59+60) | (41,529) | (8,847) | | |
| | Reconciliation Of Net Rwy Operating I/C(Nroi) | | | | |
| 62 | Net Revenues From Rwy Operations | (50,441) | (11,455) | | |
| 63 | 556 Income Taxes On Ordinary Income (-) | (3,278) | (3,414) | | |
| 64 | 557 Provision For Deferred I/C Tax (-) | (1,803) | 3,246 | | |
| 65 | Income From Leased Road & Equipment | 0 | 0 | | |
| 66 | Rent For Leased Road & Equipment | 4,672 | 864 | | |
| 67 | Net Rwy Operating Income (Loss) | (40,688) | (10,423) | | |

NOTES AND REMARKS FOR SCREENS 210 and 220

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

220 - Retained Earnings

Page 19

| Line No. | Item (A) | Retained Earnings Unappropriated (B) | Equity In Undistributed Earnings of Affiliates (C) |
|---|--|--|--|
| 1 | Balance At Beginning Of Year | (20,007) | 3,424 |
| 2 | (601.5) Prior Period Adjustments to beginning retained earnings | 0 | 0 |
| CREDITS | | | |
| 3 | 602 Cr Bal Transferred From Income | 0 | 584 |
| 4 | 603 Appropriations Released | | |
| 5 | 606 Other Credits To Retained Earnings | 1,037 | |
| 6 | Total | 1,037 | 584 |
| DEBITS | | | |
| 7 | 612 Debit Balance Transferred From Income | 42,113 | |
| 8 | 616 Other Debits To Retained Earnings | | 1,037 |
| 9 | 620 Appro. For Sinking & Other Funds | | |
| 10 | 621 Appropriations For Other Purposes | | |
| 11 | 623 Dividends: Common Stock | | |
| 12 | Preferred Stock | | |
| 13 | Total | 42,113 | 1,037 |
| 14 | Net Inc.(Dec) (L.6 Minus L.13) | (41,076) | (453) |
| 15 | Balance At Close Of Year (L.1, 2, 14) | (61,083) | 2,971 |
| 16 | Balance From L. 15(C) | 2,971 | N/A |
| Total unappropriated retained earnings and equity in undistributed earnings(losses) of affiliated companies at end | | | |
| 17 | (798) of year | (58,112) | N/A |
| 18 | (797) Total Appropriated Retained Earnings: | | |
| 19 | Credits During Year \$ 0 | | |
| 20 | Debits During Year \$ 0 | | |
| 21 | Balance At Close Of Year \$ 0 | | |
| Amount Of Assigned Federal I/C Tax Consequences | | | |
| 22 | Account 606 \$ 0 | | |
| 23 | Account 616 \$ 0 | | |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

230 - Capital Stock

Page 20

| Line No. | Class Of Stock (A) | Par Value (B) | Authorized (C) | Issued (D) | Treasury (E) | Outstdg (F) | Outstdg (G) | Treasury (H) |
|----------|--------------------|---------------|----------------|------------|--------------|-------------|-------------|--------------|
| 1 | Common | NPV | 1,500,000 | 800,000 | | 800,000 | 20,000 | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | Preferred | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | Total | | 1,500,000 | 800,000 | 0 | 800,000 | 20,000 | 0 |

Part II. Summary Of Capital Stock Changes During Year

| Item (A) | Preferred Stock Shares (B) | Amount (C) | Common Stock Shares (D) | Amount (E) | Treasury Stock Shares (F) | Amount (G) | Additional Capital (H) |
|------------------------|----------------------------|------------|-------------------------|------------|---------------------------|------------|------------------------|
| 11 Beg. Balance | | | 800,000 | 20,000 | | | 246,186 |
| 12 Cap Stock Sold | | | | | | | |
| 13 Required | | | | | | | |
| 14 Canceled | | | | | | | |
| 15 Addtl Pd In Capital | | | 800,000 | 20,000 | 0 | 0 | 246,186 |
| 16 | | | | | | | |
| 17 Closing Balance | | | | | | | |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

240 - Statement Of Cash Flows

Page 21

| Line No | Description (A) | Current Year (B) | Prior Year (C) |
|--|--|------------------------|----------------------|
| Cash Flows From Operating Activities | | | |
| 1 | Cash Received From Operating Revenues | | |
| 2 | Dividends Received From Affiliates | | |
| 3 | Interest Received | | |
| 4 | Other Income | | |
| 5 | Cash Paid For Operating Expenses | | |
| 6 | Interest Paid (Net Amounts Capitalized) | | |
| 7 | Income Taxes Paid | | |
| 8 | Other - Net | | |
| 9 | Net Cash Provided Opr.Activities(L.1-8) | 0 | 0 |
| Reconciliation Of Net Income To Net Cash Provided By Operating Activities | | | |
| | | Total | Total |
| 10 | Income From Continuing Operations | (41,530) | (8,846) |
| Adjustments To Reconcile Income From Continuing Operations To Net Cash Provided By Operating Activities | | | |
| 11 | Loss(Gain) On Sale/Disposal Of Property & | 0 | 0 |
| 12 | Depreciation & Amortization Expenses | 13,026 | 12,628 |
| 13 | Inc.(Dec) In Prov.For Deferred I/C Taxes | (1,803) | 3,245 |
| 14 | Net Dec(Inc) In Undist.Earnings Affiliates | (584) | (575) |
| 15 | Decrease(Inc) In Accounts Receivable | 31,992 | 25,431 |
| 16 | Dec(Inc)In Mtls,Supplies &Oth Curr.Assets | 3,244 | (2,749) |
| 17 | Inc(Dec) In Curr. Liabilities O/T Debt | (12,413) | (18,452) |
| 18 | Inc (Dec) In Other - Net | (28,048) | 667 |
| 19 | Net Cash Provided From Cont.Oper(L.10-18) | (36,116) | 11,349 |
| 20 | Add(Sub) Cash Generated(Pd) By Reason Of Discontinued Oper. & Extraordinary Items | | |
| 21 | Net Cash Prov'D Fm Opr Activties(L.19&20) | (36,116) | 11,349 |
| Cash Flows From Investing Activities | | | |
| 22 | Proceeds From Sale Of Property | 1,850 | 3,958 |
| 23 | Capital Expenditures | (9,921) | (22,310) |
| 24 | Net Change In Temp.Cash Investments Not Qualifying As Cash Equivalents | 0 | 0 |
| 25 | Proceeds From Sale/Repayment Of Inv.&Adv. | 0 | 0 |
| 26 | Purchase Prive Of Long-Term Inv.&Adv. | 0 | 637 |
| 27 | Net Dec(Inc)In Sinking Funds | (242) | (225) |
| 28 | Other - Net | 4,006 | 3,897 |
| 29 | Net Cash Used In Inv.Activities(L.22-28) | (4,307) | (14,043) |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

240 - Statement Of Cash Flows

Page 22

| Line No | Description (A) | Current Year (B) | Prior Year (C) |
|--|--|------------------------|----------------------|
| Cash Flows From Financed Activities | | | |
| 30 | Proceeds From Issuance Of Long Term Debt | | |
| 31 | Principal Payments Of Long Term Debt | (4,446) | (5,738) |
| 32 | Principal Payments Of Capital Stock | | |
| 33 | Purchase Price Of Acquiring Treasury Stock | | |
| 34 | Cash Dividends Paid | | |
| 35 | Other - Net | 28,075 | (3,664) |
| 36 | Net Cash From Financing Activities(L30-35) | 23,629 | (9,402) |
| 37 | Net Inc(Dec) In Cash & Cash Equivalentents (Lines 21, 29 & 36) | (16,794) | (12,096) |
| 38 | Cash&Cash Equivalentents At Beginning Of Year | 16,821 | 28,917 |
| 39 | Cash & Cash Equivalentents At End Of Year Lines(37 And 38) | 27 | 16,821 |
| 40 | Footnotes To Schedule 240 - Cash Paid During The Year For: Interest(Not Amount Capitalized) | 2,093 | 2,283 |
| 41 | Income Taxes (Net) | 0 | 0 |

NOTES AND REMARKS

| | END OF YEAR | BEG. OF YEAR |
|-------------------------------------|-------------------|-----------------|
| Current Assets(Sch 200,L.14) | 82,916 | 134,335 |
| Current Liabilities (Sch 200, L.40) | 117,299 | 130,418 |
| Working Capital | (34,383) 3,917 | 3,917 |
| Increase(Dec) In Working Capital | (38,300) | |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

245 - Working Capital

Page 23

| Line No | Item (A) | Source | Amount (B) |
|--------------------------------------|---|-------------------------------------|---------------|
| CURRENT OPERATING ASSETS | | | |
| 1 | Interline & Other Balances (705) | Sch.200 L.5,Col.8 | 3,299 |
| 2 | Customers (706) | Sch.200 L.6,Col.8 | 14,334 |
| 3 | Other (707) | Note A | 3,589 |
| 4 | Total Current Operating Assets | Lines 1 + 2 + 3 | 21,222 |
| OPERATING REVENUES | | | |
| 5 | Railway Operating Revenue | Sch.210,L.13, Col.8 | 270,436 |
| 6 | Rent Income | Note B | 27,365 |
| 7 | TOTAL OPERATING REVENUES | Lines 5+6 | 297,801 |
| 8 | Average Daily Operating Revenues | Line 7 / 360 Days | 827 |
| 9 | Days Of Operating Revenue In Current Operating Assets | Line 4 / Line 8 | 25.65 |
| 10 | Revenue Delay Days Plus Buffer | Line 9 + 15 Days | 40.65 |
| CURRENT OPERATING LIABILITIES | | | |
| 11 | Interline And Other Balances (752) | Sch.200, L.31, Col.8 | 610 |
| 12 | Audited Accounts & Wages Payable (753) | Note A | 7,501 |
| 13 | Accounts Payable - Other (754) | Note A | 284 |
| 14 | Other Taxes Accrued (761.5) | Note A | 3,514 |
| 15 | TOTAL CURRENT OPERATING LIABILITIES | Sum of Lines 11 to 14 | 11,909 |
| OPERATING EXPENSES | | | |
| 16 | Railway Operating Expenses | Sch.210, L.14, Col.8 | 320,877 |
| 17 | Depreciation | Sch.410,L136,7,8,213,232,317, Col.h | 13,013 |
| 18 | Cash Related Operating Expenses | L.16+L6-L17 | 335,229 |
| 19 | Average Daily Expenditures | Line 18 / 360 Days | 931 |
| 20 | Days Of Operating Expenses In Curr.Opr.Liabilities | L.15/L19 | 12.79 |
| 21 | Days Of Working Capital Required | Line 10-Line 20 (Note C) | 27.87 |
| 22 | Cash Working Capital Required | Line 21 X Line 19 | 25,948 |
| 23 | Cash And Temporary Cash Balance | Sch.200,Line 1 + Line 2,Col.8 | 145 |
| 24 | Cash Working Capital Allowed | Lesser Line 22 and Line 23 | 145 |
| MATERIALS AND SUPPLIES | | | |
| 25 | Total Materials & Supplies (712) | Note A | 15,555 |
| 26 | Scrap & Obsolete Material Included in Account 712 | Note A | 0 |
| 27 | Materials & Supplies Held For Common Carrier Purpose | Line 25-Line 26 | 15,555 |
| 28 | TOTAL WORKING CAPITAL | Line 24 + Line 27 | 15,700 |

Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.
 (B) Rent Income is the sum of Schedule 410, Column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 208, 210,212,227,231,312,314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
 (C) If result is negative, use zero.

NOTES AND REMARKS

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

250 - Consolidated Information For Revenue Adequacy Determination

Page 24a

| Line No | Item (A) | Beginning Of Year (B) | End Of Year (C) |
|--|---|-----------------------------|-----------------------|
| Adjusted Net Railway Operating Income For Reporting Equity | | | |
| 1 | Combined/Consolidated Net Rwy Opr. I/C For Reporting Entity | N/A | (37,263) |
| 2 | Add: Int. I/C From Working Cap. Allowance-Cash Portion | N/A | 32 |
| 3 | Income Taxes Associated W/ Non-Rail Income & Deductions | | 0 |
| 4 | Gain(Loss) From Transfer/Reclassification To Nonrail-Status (Net Of Income Taxes) | | |
| 5 | Adjusted Net Railway Operating Income(L.1-4) | N/A | (37,231) |
| Adjusted Investment In R.R. Property For Reporting Entity | | | |
| 6 | Combined Inv. In R.R. Property Used In Transpn. Service | 355,847 | 352,485 |
| 7 | Less: Interest During Construction | 2,422 | 2,422 |
| 8 | Other Elements Of Investment(If Debit Balance) | 0 | 0 |
| 9 | Add: Net Rail Assets Of Rail-Related Affiliates | 0 | 0 |
| 10 | Working Capital Allowance | 37,346 | 17,515 |
| 11 | Net Inv.Base Before Adj. For Deferred Taxes(L6-10) | 390,771 | 367,578 |
| 12 | Less: Accumulated Deferred Income Tax Credits | 42,756 | 40,341 |
| 13 | Net Investment Base (Line 11 Minus 12) | 348,015 | 327,237 |

| Name Of Affiliate | Nature Of Business |
|---------------------------------------|--------------------|
| Duluth, Winnipeg & Pacific Railway Co | Railroad |
| Central Vermont Railway, Inc | Railroad |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

250 - Consolidated Information For Revenue Adequacy Determination

Page 24b

Schedule 250 - Part B

Determination of Nonrail Taxes

Amount

Part 1 - Determine Taxes On Nonrail Income For Railroads(All Classes)

(1) Determine Combined/Consolidated Adjusted Income From Continuing Operations(Before Taxes) for all affiliated railroads(all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all RR in the reporting entity.

+Income from continuing operations(before taxes) (R-1 Schedule 210, line 46 all R.R.'s) (39,356)

-Equity In Undistributed Earnings, which represents total of Sch 210 all roads. 584

-Dividends In Affiliated Companies(If 80% Controlled 0

-Deduct 100% Of Dividend; If Less Than 80%, Deduct 80%

=Adjusted Income From Continuing Operations(Before Tax). This represents "A" in item (3) below (39,940)

=====

(2) Determine Pre-Tax NROI For Railroads:

Consolidated NROI (Schedule 250, Line 1) (37,263)

Plus: +Provision For Taxes(Sch.210,L51)Total For All R.R. (2,410)

+Interest Income On Working Capital Allowance(Sch.250,L.2) 32

+Release Of Premiums On Funded Debt(Sch.210,L22)All Roads 0

Less: -Total Fixed Charges(Sch.210,L42) All Roads 2,833

-Railroad-Related Income From Affiliates Included In Consolidated NROI(Sch.210,line 1) 0

=Combined/Consolidated Pre-Tax Adjusted NROI For R.R.'S. Equals B In Item (3) Below (42,474)

(3) Calculate The Railroad-Related Tax Ratio: B/A (CANNOT BE LT 0)(AQ73/AQ59) 0.00%

(4) Compute The Nonrail Complement: 1-R.R Related I/C Ratio=Nonrail %(CANNOT BE LESS THAN 0)(1 0.00%

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

250 - Consolidated Information For Revenue Adequacy Determination

Page 24c

Schedule 250 - Part B - Continued

Determination of Nonrail Taxes

Amount

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

The Nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48 and 49 for all railroads in the reporting entity.....

0

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

0

Equals Total income taxes on nonrailroad income for all railroad income for all railroads in the reporting entity.....

0

Part II - Determine Nonrail-Related Taxes For Rail-Related Affiliates (EXCLUDES ALL AFFILIATED RAILROADS).

(6) Nonrail-Related Income For Rail-Related Affiliates/Total

Pretax Net Income For Rail-Related Affiliates * Total
Taxes (Actual + Deferred) = Total Nonrail-Related Taxes For
Rail-Related Affiliates

0

Part III - Determine Total Nonrail-Related Taxes

(7) Total Income Taxes On Nonrail-Related Income For Railroads (Item 5 above)

0

Total Nonrail-Related Taxes For Rail-Related Affiliates (Item 6 above)

0

Equals Total Nonrail-Related Taxes. (Transfer to Sch. 250, Part A, Line 3)

0

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Page 26

310 - Investments And Advances Affiliated Companies

| Line No. | Account No (A) | Class No (B) | Kind Of Industry (C) | Name Of Issuing Co. & Line Reference, If Any (D) | Extent Of Control (E) | Line No. |
|----------|----------------|--------------|----------------------|--|-----------------------|----------|
| 1 | 721 A-1 | VII | | Belt Rwy Chicago - Capital Stock | 8.33% | 1 |
| 2 | 721 A-1 | VII | | Chgo & Western Indiana R.R. - Cap Stock | 20.00% | 2 |
| 3 | 721 A-1 | VII | | Trailer Train Co - Capital Stock | 2.44% | 3 |
| 4 | | | | | | 4 |
| 5 | | | | Sub-Total | | 5 |
| 6 | 721 E-1 | VII | | Belt Rwy Of Chicago | 8.33% | 6 |
| 7 | 721 E-1 | VII | | Chicago & Western Indiana | 20.00% | 7 |
| 8 | 721 E-1 | VII | | Central Vermont Railway | (c) | 8 |
| 9 | 721 E-1 | VII | | Grand Trunk Corporation | (c) | 9 |
| 10 | | | | | | 10 |
| 11 | | | | Sub-Total | | 11 |
| 12 | 721 | | | | | 12 |
| 13 | D-1 | VII | | Trailer Train - Notes | 2.44% | 13 |
| 14 | | | | | | 14 |
| 15 | | | | Total | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | (a) | Chicago & Western Indiana R.R. | | 18 |
| 19 | | | | Column (H), line 12 represents shares | 3,321 | 19 |
| 20 | | | | sold to C & W I | | 20 |
| 21 | | | | | | 21 |
| 22 | | | | | ----- | 22 |
| 23 | | | | | 3,321 | 23 |
| 24 | | | | | ----- | 24 |
| 25 | | | (b) | Reconciliation to Schedule 200 | | 25 |
| 26 | | | | | | 26 |
| 27 | | | | Column (i), Line 15 | 60,016 | 27 |
| 28 | | | | Column (k), Line 15 | (74) | 28 |
| 29 | | | | Schedule 310-A Column (g), Line 27 | 2,971 | 29 |
| 30 | | | | | | 30 |
| 31 | | | | Schedule 200, Column (b), Line 16 | 62,913 | 31 |
| 32 | | | | | ----- | 32 |
| 33 | | | | | | 33 |
| 34 | | | (c) | Grand Trunk Corporation has 100 % ownership | | 34 |
| 35 | | | | of the Grand Trunk Western, Central Vermont Rly, | | 35 |
| 36 | | | | and the Duluth Winnipeg & Pacific Railway | | 36 |
| 37 | | | | | | 37 |
| 38 | | | | | | 38 |
| 39 | | | | | | 39 |

310 - Investments And Advances Affiliated Companies-Continued

Page 27

| Line No. | Opening Balance (F) | Additions (G) | Deductions (H) | Closing Balance (I) | Disposed Of Profit(Loss) (J) | Adjustments A/C 721.5 (K) | Div. Or Int. To I/C (L) |
|-------------|---------------------------|------------------|-------------------|---------------------------|------------------------------------|---------------------------------|-------------------------------|
| 1 | 240 | | | 240 | | | |
| 2 | 1,000 | | 1,000 | 0 | | 0 | |
| 3 | 600 | | | 600 | | | |
| 4 | | | | | | | |
| 5 | 1,840 | 0 | 1,000 | 840 | 0 | 0 | 0 |
| 6 | 2,831 | 0 | 0 | 2,831 | | (74) | |
| 7 | 2,321 | | 2,321 | 0 | | 0 | |
| 8 | 51,480 | 4,013 | | 55,493 | | | |
| 9 | 310 | 98 | | 408 | | | |
| 10 | | | | | | | |
| 11 | 56,942 | 4,111 | 2,321 | 58,732 | 0 | (74) | 0 |
| 12 | | | | | | | |
| 13 | 444 | | | 444 | | | |
| 14 | | | | | | | |
| 15 | 59,226 | 4,111 | 3,321 | 60,016 | 0 | (74) | 0 |
| 16 | | | | | | | |
| 17 | | | | | | | |
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310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued
(Dollars in Thousands)

| Line No | Account No. | Class No | Kind of industry | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) | Extent of Control | Line No |
|------------|----------------|-------------|---------------------|--|----------------------|------------|
| | (a) | (b) | (c) | (d) | (e) | |
| 1 | | | | | | 1 |
| 2 | | | | | | 2 |
| 3 | | | | | | 3 |
| 4 | | | | | | 4 |
| 5 | | | | | | 5 |
| 6 | | | | | | 6 |
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| 39 | | | | | | 39 |
| 40 | | | | | | 40 |

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

| Line No. | Investments and advances | | | | Disposed of: profit (loss) | Adjustments Account 721 5 | Dividends or interest credited to income (l) | Line No. |
|----------|--------------------------|---------------|--|---------------------|----------------------------|---------------------------|--|----------|
| | Opening balance (f) | Additions (g) | Deductions (if other than sale, explain) (h) | Closing balance (i) | | | | |
| 1 | | | | | | | | 1 |
| 2 | | | | | | | | 2 |
| 3 | | | | | | | | 3 |
| 4 | | | | | | | | 4 |
| 5 | | | | | | | | 5 |
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| 23 | | | | | | | | 23 |
| 24 | | | | | | | | 24 |
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| 26 | | | | | | | | 26 |
| 27 | | | | | | | | 27 |
| 28 | | | | | | | | 28 |
| 29 | | | | | | | | 29 |
| 30 | | | | | | | | 30 |
| 31 | | | | | | | | 31 |
| 32 | | | | | | | | 32 |
| 33 | | | | | | | | 33 |
| 34 | | | | | | | | 34 |
| 35 | | | | | | | | 35 |
| 36 | | | | | | | | 36 |
| 37 | | | | | | | | 37 |
| 38 | | | | | | | | 38 |
| 39 | | | | | | | | 39 |
| 40 | | | | | | | | 40 |

310A - Investments In Common Stock Of Affiliated Companies

| Line No. | Name Of Issuing Company And Description Of Security Held (A) | Balance Beg. Yr. (B) | Adj. For Inv. Eq. Method (C) | Eq. In Undis. Earnings (D) | Amortization During Yr. (E) | Adj. For Inv. Disposed (F) | Ending Balance (G) |
|-------------|--|----------------------------|------------------------------------|----------------------------------|-----------------------------------|----------------------------------|--------------------------|
| 1 | Chicago & Western Indiana R.R. Co. | 1,037 | | 0 | | 1,037 | 0 |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
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| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |

Noncarrier (List Specifics For Each Company)

| | | | | | | | |
|----|--------------|-------|---|-----|---|-------|-------|
| 14 | Domestic III | 2,387 | | 584 | | | 2,971 |
| 15 | | | | | | | |
| 16 | | | | | | | |
| 17 | | | | | | | |
| 18 | | | | | | | |
| 19 | | | | | | | |
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| 21 | | | | | | | |
| 22 | | | | | | | |
| 23 | | | | | | | |
| 24 | | | | | | | |
| 25 | | | | | | | |
| 26 | | | | | | | |
| 27 | Total | 3,424 | 0 | 584 | 0 | 1,037 | 2,971 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

330 - Road Property & Equipment & Improvements To Leased Property & Equipment

Page 32

| Line No | Account (A) | Bal Beg. Year (B) | Exp. Orig Road (C) | Pur.Existing Lines (D) |
|---------|-----------------------------------|-------------------|--------------------|------------------------|
| 1 | 2 Land | 15,139 | | |
| 2 | 3 Grading | 25,035 | | |
| 3 | 4 Other Right Of Way Exp | 231 | | |
| 4 | 5 Tunnels And Subways | 0 | | |
| 5 | 6 Bridges, Trestles & Culverts | 10,998 | | |
| 6 | 7 Elevated Structures | 0 | | |
| 7 | 8 Ties | 87,281 | | |
| 8 | 9 Rail & Otm | 79,005 | | |
| 9 | 11 Ballast | 24,680 | | |
| 10 | 13 Fences, Snowsheds & Signs | 632 | | |
| 11 | 16 Stations & Office Bldgs | 10,007 | | |
| 12 | 17 Roadway Buildings | 951 | | |
| 13 | 18 Water Stations | 153 | | |
| 14 | 19 Fuel Stations | 675 | | |
| 15 | 20 Shops & Enginehouses | 9,999 | | |
| 16 | 22 Storage Warehouses | 0 | | |
| 17 | 23 Wharves & Docks | 0 | | |
| 18 | 24 Coal & Ore Wharves | 0 | | |
| 19 | 25 Tofc/Cofc Terminals | 5,778 | | |
| 20 | 26 Communications Systems | 7,937 | | |
| 21 | 27 Signals & Interlockers | 21,418 | | |
| 22 | 29 Power Plants | 129 | | |
| 23 | 31 Power-Transmission Systems | 848 | | |
| 24 | 35 Miscellaneous Structures | 161 | | |
| 25 | 37 Roadway Machines | 4,855 | | |
| 26 | 39 Public Improvements | 6,858 | | |
| 27 | 44 Shop Machinery | 5,691 | | |
| 28 | 45 Power-Plant Machinery | 418 | | |
| 29 | Other | 0 | | |
| 30 | TOTAL EXPENDITURES FOR ROAD | 318,879 | 0 | 0 |
| 31 | 52 Locomotives | 29,883 | | |
| 32 | 53 Freight Cars | 109,199 | | |
| 33 | 54 Passenger-Train Cars | | | |
| 34 | 55 Highway Revenue Equipment | | | |
| 35 | 56 Floating Equipment | | | |
| 36 | 57 Work Equipment | 3,330 | | |
| 37 | 58 Miscellaneous Equipment | 679 | | |
| 38 | 59 Computer Sys & Word Proc Equip | 5,765 | | |
| 39 | Total Expenditures For Equipment | 148,856 | 0 | |
| 40 | 76 Interest During Construction | 2,422 | | |
| 41 | 80 Other Elements Of Investment | | | |
| 42 | 90 Construction In Progress | 4,693 | | |
| 43 | Grand Total | 474,850 | 0 | 0 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

330 - Road Property & Equipment & Improvements To Leased Property & Equipme

Page 33

| Line No | Additions (E) | Retire (F) | Net Change (G) | 19 Balance (H) |
|------------|------------------|---------------|----------------------|----------------------|
| 1 | 0 | 22 | (22) | 15,117 |
| 2 | 275 | (534) | 809 | 25,844 |
| 3 | 0 | 5 | (5) | 226 |
| 4 | 0 | 0 | 0 | 0 |
| 5 | 41 | (199) | 240 | 11,238 |
| 6 | 0 | 0 | 0 | 0 |
| 7 | 1,739 | 323 | 1,416 | 88,697 |
| 8 | 1,227 | (1,869) | 3,096 | 82,101 |
| 9 | 3,702 | 260 | 3,442 | 28,122 |
| 10 | 0 | 56 | (56) | 576 |
| 11 | (3) | 88 | (91) | 9,916 |
| 12 | 32 | (8) | 40 | 991 |
| 13 | 0 | 61 | (61) | 92 |
| 14 | 63 | 35 | 28 | 703 |
| 15 | 243 | 187 | 56 | 10,055 |
| 16 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | 0 | 0 |
| 19 | 4,448 | 9 | 4,439 | 10,217 |
| 20 | 179 | 291 | (112) | 7,825 |
| 21 | 188 | 3,626 | (3,438) | 17,980 |
| 22 | 0 | 0 | 0 | 129 |
| 23 | 32 | 4 | 28 | 876 |
| 24 | 0 | 23 | (23) | 138 |
| 25 | 428 | 0 | 428 | 5,283 |
| 26 | 363 | 12 | 351 | 7,209 |
| 27 | 64 | (35) | 99 | 5,790 |
| 28 | 0 | (24) | 24 | 442 |
| 29 | 0 | 0 | 0 | 0 |
| 30 | 13,021 | 2,333 | 10,688 | 329,567 |
| 31 | 0 | 2,689 | (2,689) | 27,194 |
| 32 | 1,161 | 1,577 | (416) | 108,783 |
| 33 | | | 0 | 0 |
| 34 | | | 0 | 0 |
| 35 | | | 0 | 0 |
| 36 | 16 | (95) | 111 | 3,441 |
| 37 | | 157 | (157) | 522 |
| 38 | 338 | 828 | (490) | 5,275 |
| 39 | 1,515 | 5,156 | (3,641) | 145,215 |
| 40 | | | 0 | 2,422 |
| 41 | | | 0 | 0 |
| 42 | (3,583) | | (3,583) | 1,110 |
| 43 | 10,953 | 7,489 | 3,464 | 478,314 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

| Page 34 | | 332 - Depreciation Base & Rates - Rd & Eq Owned,Used & Leased | | | | | |
|---------|-----------------------------------|---|------------|----------------------|--------------------|------------|----------------------|
| Line No | Account (A) | Owned & Used | | Annual Comp.Rate (D) | Leased From Others | | Annual Comp.Rate (G) |
| | | 1/1/9 (B) | 12/31/ (C) | | 1/1/ (E) | 12/31/ (F) | |
| 1 | 3 Grading | 25,035 | 25,844 | 0.99% | | | |
| 2 | 4 Other Right Of Way Exp | 231 | 226 | 1.31% | | | |
| 3 | 5 Tunnels And Subways | 0 | 0 | | | | |
| 4 | 6 Bridges, Trestles & Culverts | 10,998 | 11,238 | 1.48% | | | |
| 5 | 7 Elevated Structures | 0 | 0 | | | | |
| 6 | 8 Ties | 87,281 | 88,697 | 2.15% | | | |
| 7 | 9 Rail & Otm | 79,005 | 82,101 | 2.24% | | | |
| 8 | 11 Ballast | 24,680 | 28,122 | 2.07% | | | |
| 9 | 13 Fences, Snowsheds & Signs | 632 | 576 | 0.00% | | | |
| 10 | 16 Stations & Office Bldgs | 10,007 | 9,916 | 1.82% | | | |
| 11 | 17 Roadway Buildings | 951 | 991 | 2.99% | | | |
| 12 | 18 Water Stations | 153 | 92 | 3.27% | | | |
| 13 | 19 Fuel Stations | 675 | 703 | 3.19% | | | |
| 14 | 20 Shops & Enginehouses | 9,999 | 10,055 | 1.95% | | | |
| 15 | 22 Storage Warehouses | 0 | 0 | | | | |
| 16 | 23 Wharves & Docks | 0 | 0 | | | | |
| 17 | 24 Coal & Ore Wharves | 0 | 0 | | | | |
| 18 | 25 Tofc/Cofc Terminals | 5,778 | 10,217 | 2.96% | | | |
| 19 | 26 Communications Systems | 7,937 | 7,825 | 2.11% | | | |
| 20 | 27 Signals & Interlockers | 21,418 | 17,980 | 1.73% | | | |
| 21 | 29 Power Plants | 129 | 129 | 1.55% | | | |
| 22 | 31 Power-Transmission Systems | 848 | 876 | 2.09% | | | |
| 23 | 35 Miscellaneous Structures | 161 | 138 | 2.68% | | | |
| 24 | 37 Roadway Machines | 4,855 | 5,283 | 3.37% | | | |
| 25 | 39 Public Improvements | 5,402 | 5,753 | 1.38% | | | |
| 26 | 44 Shop Machinery | 5,691 | 5,790 | 2.39% | | | |
| 27 | 45 Power-Plant Machinery | 418 | 442 | 2.56% | | | |
| 28 | Other | | | | | | |
| 29 | Amortization(O/T Defense Proj.) | | | | | | |
| 30 | Total Road | 302,284 | 312,994 | 1.99% | | | |
| 31 | 52 Locomotives | 29,883 | 27,194 | 2.08% | | | |
| 32 | 53 Freight Cars | 109,199 | 108,783 | 4.01% | | | |
| 33 | 54 Passenger-Train Cars | 0 | 0 | | | | |
| 34 | 55 Highway Revenue Equipment | 0 | 0 | | | | |
| 35 | 56 Floating Equipment | 0 | 0 | | | | |
| 36 | 57 Work Equipment | 3,330 | 3,441 | 2.72% | | | |
| 37 | 58 Miscellaneous Equipment | 679 | 522 | 13.16% | | | |
| 38 | 59 Computer Sys & Word Proc Equip | 5,765 | 5,275 | 12.12% | | | |
| 39 | Total Equipment | 148,856 | 145,215 | 3.95% | | | |
| 40 | Grand Total | 451,140 | 458,209 | N/A | | | |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

335 - Accumulated Depreciation - Rd & Equip Owned & Used

Page 35

| Line No | Account (A) | Balance | Credits To Reserve | | Debits To Reserve | | (G) |
|------------|-----------------------------------|-----------------|--------------------|---------------|-------------------|---------------|---------|
| | | Beg. Yr. (B) | Depr (C) | Oth Cr (D) | Retire (E) | Oth Dr (F) | |
| 1 | 3 Grading | 8,861 | 253 | | (96) | | 9,210 |
| 2 | 4 Other Right Of Way Exp | 97 | 3 | | 5 | | 95 |
| 3 | 5 Tunnels And Subways | | | | | | 0 |
| 4 | 6 Bridges, Trestles & Culverts | 4,910 | 164 | 35 | (33) | | 5,142 |
| 5 | 7 Elevated Structures | | | | | | 0 |
| 6 | 8 Ties | 17,631 | 1,896 | | 481 | | 19,046 |
| 7 | 9 Rail & Otm | 37,602 | 1,801 | | (266) | | 39,669 |
| 8 | 11 Ballast | 5,820 | 547 | | 259 | | 6,108 |
| 9 | 13 Fences, Snowsheds & Signs | 617 | | | 55 | | 562 |
| 10 | 16 Stations & Office Bldgs | 1,956 | 181 | (5) | 280 | | 1,852 |
| 11 | 17 Roadway Buildings | 122 | 29 | 4 | (8) | | 163 |
| 12 | 18 Water Stations | (12) | 4 | 8 | 61 | | (61) |
| 13 | 19 Fuel Stations | 174 | 22 | 4 | 35 | | 165 |
| 14 | 20 Shops & Enginehouses | 3,324 | 196 | 5 | 393 | | 3,132 |
| 15 | 22 Storage Warehouses | | | | | | 0 |
| 16 | 23 Wharves & Docks | | | | | | 0 |
| 17 | 24 Coal & Ore Wharves | | | | | | 0 |
| 18 | 25 Tofc/Cofc Terminals | 2,701 | 237 | (30) | 9 | | 2,899 |
| 19 | 26 Communications Systems | 1,010 | 166 | (54) | 289 | | 833 |
| 20 | 27 Signals & Interlockers | 6,053 | 341 | (44) | 990 | | 5,360 |
| 21 | 29 Power Plants | 31 | 2 | 3 | | | 36 |
| 22 | 31 Power-Transmission Systems | 397 | 18 | (3) | 4 | | 408 |
| 23 | 35 Miscellaneous Structures | 65 | 4 | 8 | 24 | | 53 |
| 24 | 37 Roadway Machines | 2,505 | 171 | (96) | 0 | | 2,580 |
| 25 | 39 Public Improvements | 1,611 | 77 | (6) | 12 | | 1,670 |
| 26 | 44 Shop Machinery | 1,376 | 137 | 29 | (41) | | 1,583 |
| 27 | 45 Power-Plant Machinery | 218 | 11 | 7 | (24) | | 260 |
| 28 | Other | | | | | | 0 |
| 29 | Amortization(O/T Defense Proj.) | - | (135) | 135 | | | 0 |
| 30 | Total Road | 97,069 | 6,125 | 0 | 2,429 | 0 | 100,765 |
| 31 | 52 Locomotives | 22,129 | 593 | (677) | 1,191 | | 20,854 |
| 32 | 53 Freight Cars | 33,497 | 4,369 | 1,974 | 1,186 | | 38,654 |
| 33 | 54 Passenger-Train Cars | | | | | | 0 |
| 34 | 55 Highway Revenue Equipment | | | | | | 0 |
| 35 | 56 Floating Equipment | | | | | | 0 |
| 36 | 57 Work Equipment | 1,442 | 92 | | 6 | | 1,528 |
| 37 | 58 Miscellaneous Equipment | 634 | 79 | 0 | 146 | | 567 |
| 38 | 59 Computer Sys & Word Proc Equip | 3,087 | 669 | (340) | 825 | | 2,591 |
| 39 | Amortization Adjustment | | 957 | (957) | | | 0 |
| 40 | Total Equipment | 60,789 | 6,759 | 0 | 3,354 | 0 | 64,194 |
| 41 | Grand Total | 157,858 | 12,884 | 0 | 5,783 | 0 | 164,959 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

| Page 36 | | 339 - Accrued Liability - Leased Property | | | | | |
|---------|-----------------------------------|---|------------------|--------|--------------------|--------|---------|
| Line | Account | Balance | Credits To A/C'S | | Debits To Accounts | | Ending |
| No | (A) | Beg. Yr. | Depr | Oth Cr | Retire | Oth Dr | Balance |
| | | (B) | (C) | (D) | (E) | (F) | (G) |
| 1 | 3 Grading | | | | | | |
| 2 | 4 Other Right Of Way Exp | | | | | | |
| 3 | 5 Tunnels And Subways | | | | | | |
| 4 | 6 Bridges, Trestles & Culverts | | | | | | |
| 5 | 7 Elevated Structures | | | | | | |
| 6 | 8 Ties | | | | | | |
| 7 | 9 Rail & Otm | | | | | | |
| 8 | 11 Ballast | | | | | | |
| 9 | 13 Fences, Snowsheds & Signs | | | | | | |
| 10 | 16 Stations & Office Bldgs | | | | | | |
| 11 | 17 Roadway Buildings | | | | | | |
| 12 | 18 Water Stations | N I L | | | | | |
| 13 | 19 Fuel Stations | | | | | | |
| 14 | 20 Shops & Enginehouses | | | | | | |
| 15 | 22 Storage Warehouses | | | | | | |
| 16 | 23 Wharves & Docks | | | | | | |
| 17 | 24 Coal & Ore Wharves | | | | | | |
| 18 | 25 Tofc/Cofc Terminals | | | | | | |
| 19 | 26 Communications Systems | | | | | | |
| 20 | 27 Signals & Interlockers | | | | | | |
| 21 | 29 Power Plants | | | | | | |
| 22 | 31 Power-Transmission Systems | | | | | | |
| 23 | 35 Miscellaneous Structures | | | | | | |
| 24 | 37 Roadway Machines | | | | | | |
| 25 | 39 Public Improvements | | | | | | |
| 26 | 44 Shop Machinery | | | | | | |
| 27 | 45 Power-Plant Machinery | | | | | | |
| 28 | Other | | | | | | |
| 29 | Amortization(O/T Defense Proj.) | | | | | | |
| 30 | Total Road | | | | | | |
| 31 | 52 Locomotives | | | | | | |
| 32 | 53 Freight Cars | | | | | | |
| 33 | 54 Passenger-Train Cars | | | | | | |
| 34 | 55 Highway Revenue Equipment | N I L | | | | | |
| 35 | 56 Floating Equipment | | | | | | |
| 36 | 57 Work Equipment | | | | | | |
| 37 | 58 Miscellaneous Equipment | | | | | | |
| 38 | 59 Computer Sys & Word Proc Equip | | | | | | |
| 39 | Amortization Adjustment | | | | | | |
| 40 | Total Equipment | | | | | | |
| 41 | Grand Total | | | | | | |

| 340 - Depr. Base & Rates - Improvements To Rd. & Eq. Leased From Others | | | | |
|---|-----------------------------------|--------------------------------|-------------|----------------------|
| Line No | Account (A) | Depreciation Base Beg. Yr. (B) | End Yr. (C) | Annual Comp Rate (D) |
| 1 | 3 Grading | 16 | 16 | 1.33% |
| 2 | 4 Other Right Of Way Exp | 0 | 0 | 0.00% |
| 3 | 5 Tunnels And Subways | 0 | 0 | 0.00% |
| 4 | 6 Bridges, Trestles & Culverts | 5 | 5 | 0.00% |
| 5 | 7 Elevated Structures | 0 | 0 | 0.00% |
| 6 | 8 Ties | 229 | 229 | 2.15% |
| 7 | 9 Rail & Otm | 359 | 359 | 2.04% |
| 8 | 11 Ballast | 13 | 13 | 2.29% |
| 9 | 13 Fences, Snowsheds & Signs | 0 | 0 | 0.00% |
| 10 | 16 Stations & Office Bldgs | 952 | 952 | 9.40% |
| 11 | 17 Roadway Buildings | 0 | 0 | 0.00% |
| 12 | 18 Water Stations | 0 | 0 | 0.00% |
| 13 | 19 Fuel Stations | 0 | 0 | 0.00% |
| 14 | 20 Shops & Enginehouses | 19 | 19 | 7.93% |
| 15 | 22 Storage Warehouses | 0 | 0 | 0.00% |
| 16 | 23 Wharves & Docks | 0 | 0 | 0.00% |
| 17 | 24 Coal & Ore Wharves | 0 | 0 | 0.00% |
| 18 | 25 Tofc/Cofc Terminals | 0 | 0 | 0.00% |
| 19 | 26 Communications Systems | 207 | 207 | 10.78% |
| 20 | 27 Signals & Interlockers | 76 | 76 | 3.88% |
| 21 | 29 Power Plants | 0 | 0 | 0.00% |
| 22 | 31 Power-Transmission Systems | 1 | 1 | 3.00% |
| 23 | 35 Miscellaneous Structures | | | 0.00% |
| 24 | 37 Roadway Machines | | | 0.00% |
| 25 | 39 Public Improvements | 1 | 1 | 0.00% |
| 26 | 44 Shop Machinery | 1 | 1 | 0.00% |
| 27 | 45 Power-Plant Machinery | | | 0.00% |
| 28 | Other | | | 0.00% |
| 29 | Amortization(O/T Defense Proj.) | | | 0.00% |
| 30 | Total Road | 1,879 | 1,879 | 6.85% |
| 31 | 52 Locomotives | | | 0.00% |
| 32 | 53 Freight Cars | | | 0.00% |
| 33 | 54 Passenger-Train Cars | | | 0.00% |
| 34 | 55 Highway Revenue Equipment | | | 0.00% |
| 35 | 56 Floating Equipment | | | 0.00% |
| 36 | 57 Work Equipment | | | 0.00% |
| 37 | 58 Miscellaneous Equipment | | | 0.00% |
| 38 | 59 Computer Sys & Word Proc Equip | | | 0.00% |
| 39 | Amortization Adjustment | | | 0.00% |
| 40 | Total Equipment | 0 | 0 | 0.00% |
| 41 | Grand Total | 1,879 | 1,879 | 6.85% |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

| Page 38 | | 342 - Accumulated Depreciation - Improvements To Rd. & Eq. Leased From Others | | | | | |
|---------|-----------------------------------|---|-----------------------------|------------|-----------------------------------|------------|--------------------|
| Line No | Account (A) | Balance Beg. Yr. (B) | Credits To Reserve Depr (C) | Oth Cr (D) | Debits To Reserve Retirements (E) | Oth Dr (F) | Bal. Close Yr. (G) |
| 1 | 3 Grading | 5 | 0 | 0 | 0 | 0 | 5 |
| 2 | 4 Other Right Of Way Exp | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 5 Tunnels And Subways | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 6 Bridges, Trestles & Culverts | 5 | 0 | 0 | 0 | 0 | 5 |
| 5 | 7 Elevated Structures | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 8 Ties | 116 | 5 | 0 | 0 | 0 | 121 |
| 7 | 9 Rail & Otm | 228 | 8 | 0 | 0 | 0 | 236 |
| 8 | 11 Ballast | 11 | 0 | 0 | 0 | 0 | 11 |
| 9 | 13 Fences, Snowsheds & Signs | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 16 Stations & Office Bldgs | 303 | 90 | 0 | 0 | 0 | 393 |
| 11 | 17 Roadway Buildings | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 18 Water Stations | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 19 Fuel Stations | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 20 Shops & Enginehouses | 13 | 1 | 0 | 0 | 0 | 14 |
| 15 | 22 Storage Warehouses | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 23 Wharves & Docks | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 24 Coal & Ore Wharves | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 25 Tofc/Cofc Terminals | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 26 Communications Systems | 55 | 22 | 0 | 0 | 0 | 77 |
| 20 | 27 Signals & Interlockers | 45 | 3 | 0 | 0 | 0 | 48 |
| 21 | 29 Power Plants | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 31 Power-Transmission Systems | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 35 Miscellaneous Structures | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 37 Roadway Machines | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 39 Public Improvements | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 44 Shop Machinery | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 45 Power-Plant Machinery | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | Other | 1 | 0 | 0 | 0 | 0 | 1 |
| 29 | Total Road | 782 | 129 | 0 | 0 | 0 | 911 |
| 30 | 52 Locomotives | | 0 | | | | 0 |
| 31 | 53 Freight Cars | | 0 | | | | 0 |
| 32 | 54 Passenger-Train Cars | | 0 | | | | 0 |
| 33 | 55 Highway Revenue Equipment | | 0 | | | | 0 |
| 34 | 56 Floating Equipment | | 0 | | | | 0 |
| 35 | 57 Work Equipment | | 0 | | | | 0 |
| 36 | 58 Miscellaneous Equipment | | 0 | | | | 0 |
| 37 | 59 Computer Sys & Word Proc Equip | | 0 | | | | 0 |
| 38 | Total Equipment | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Grand Total | 782 | 129 | 0 | 0 | 0 | 911 |
| 40 | | | | | | | |

NOTES AND REMARKS FOR SCHEDULE 342

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Page 40

350 - Depreciation Base & Rates - Rd & Eq Leased To Others

| Line No | Account (A) | Depreciation Base | | Annual Comp. Rate (D) |
|------------|-----------------------------------|-------------------|----------------|-----------------------------|
| | | Beg. Yr. (B) | End Yr. (C) | |
| 1 | 3 Grading | | | |
| 2 | 4 Other Right Of Way Exp | | | |
| 3 | 5 Tunnels And Subways | | | |
| 4 | 6 Bridges, Trestles & Culverts | | | |
| 5 | 7 Elevated Structures | | | |
| 6 | 8 Ties | | | |
| 7 | 9 Rail & Otm | | | |
| 8 | 11 Ballast | | | |
| 9 | 13 Fences, Snowsheds & Signs | | | |
| 10 | 16 Stations & Office Bldgs | | | |
| 11 | 17 Roadway Buildings | | | |
| 12 | 18 Water Stations | | | |
| 13 | 19 Fuel Stations | | | |
| 14 | 20 Shops & Enginehouses | | | |
| 15 | 22 Storage Warehouses | | | |
| 16 | 23 Wharves & Docks | | | |
| 17 | 24 Coal & Ore Wharves | | | |
| 18 | 25 Tofc/Cofc Terminals | | | |
| 19 | 26 Communications Systems | | | |
| 20 | 27 Signals & Interlockers | | | |
| 21 | 29 Power Plants | | | |
| 22 | 31 Power-Transmission Systems | | | |
| 23 | 35 Miscellaneous Structures | | | |
| 24 | 37 Roadway Machines | | | |
| 25 | 39 Public Improvements | | | |
| 26 | 44 Shop Machinery | | | |
| 27 | 45 Power-Plant Machinery | | | |
| 28 | Other | | | |
| 29 | Total Road | | | |
| 30 | 52 Locomotives | | | |
| 31 | 53 Freight Cars | | | |
| 32 | 54 Passenger-Train Cars | | | |
| 33 | 55 Highway Revenue Equipment | | | |
| 34 | 56 Floating Equipment | | | |
| 35 | 57 Work Equipment | | | |
| 36 | 58 Miscellaneous Equipment | | | |
| 37 | 59 Computer Sys & Word Proc Equip | | | |
| 38 | Total Equipment | | | |
| 39 | Grand Total | | | |

NIL

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

351 - Accumulated Depreciation - Rd. & Eq. Leased To Others

Page 41

| Line No | Account (A) | Balance | Credits To Reserve | | Debits To Reserve | | Bal. |
|------------|-----------------------------------|-----------------|--------------------|---------------|--------------------|---------------|------------------|
| | | Beg. Yr. (B) | Depr (C) | Oth Cr (D) | Retirements (E) | Oth Dr (F) | Close Yr. (G) |
| 1 | 3 Grading | | | | | | |
| 2 | 4 Other Right Of Way Exp | | | | | | |
| 3 | 5 Tunnels And Subways | | | | | | |
| 4 | 6 Bridges, Trestles & Culverts | | | | | | |
| 5 | 7 Elevated Structures | | | | | | |
| 6 | 8 Ties | | | | | | |
| 7 | 9 Rail & Otm | | | | | | |
| 8 | 11 Ballast | | | | | | |
| 9 | 13 Fences, Snowsheds & Signs | | | | | | |
| 10 | 16 Stations & Office Bldgs | | | | | | |
| 11 | 17 Roadway Buildings | | | | | | |
| 12 | 18 Water Stations | | | | | | |
| 13 | 19 Fuel Stations | | | | | | |
| 14 | 20 Shops & Enginehouses | | | | | | |
| 15 | 22 Storage Warehouses | | | | | | |
| 16 | 23 Wharves & Docks | | | | | | |
| 17 | 24 Coal & Ore Wharves | | | | | | |
| 18 | 25 Tofc/Cofc Terminals | | | | | | |
| 19 | 26 Communications Systems | | | | | | |
| 20 | 27 Signals & Interlockers | | | | | | |
| 21 | 29 Power Plants | | | | | | |
| 22 | 31 Power-Transmission Systems | | | | | | |
| 23 | 35 Miscellaneous Structures | | | | | | |
| 24 | 37 Roadway Machines | | | | | | |
| 25 | 39 Public Improvements | | | | | | |
| 26 | 44 Shop Machinery | | | | | | |
| 27 | 45 Power-Plant Machinery | | | | | | |
| 28 | Other | | | | | | |
| 29 | Total Road | | | | | | |
| 30 | 52 Locomotives | | | | | | |
| 31 | 53 Freight Cars | | | | | | |
| 32 | 54 Passenger-Train Cars | | | | | | |
| 33 | 55 Highway Revenue Equipment | | | | | | |
| 34 | 56 Floating Equipment | | | | | | |
| 35 | 57 Work Equipment | | | | | | |
| 36 | 58 Miscellaneous Equipment | | | | | | |
| 37 | 59 Computer Sys & Word Proc Equip | | | | | | |
| 38 | Total Equipment | | | | | | |
| 39 | Grand Total | | | | | | |

NIL

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Page 42

352A - Investment In R.R. Property Used In Transpn Service (By Company)

| Line No | Class (a) | Name Of Company (b) | Miles Of Road Used (c) | Investment In Property (d) | Depr. And Amortization (e) |
|---------|-----------|--|------------------------|----------------------------|----------------------------|
| 1 | R | Grand Trunk Western Railroad Co. | 925 | 478,314 | 165,870 |
| 2 | P | Chicago & Western Indiana R.R. Co. | | | |
| 3 | L | Chicago, Kalamazoo & Saginaw R.R. Co | | 124 | |
| 4 | O | Leased From Individuals & Companies | | 0 | |
| 5 | | Ford Motor Co | | 515 | |
| 6 | | Capitalized Annual Rental @ 6% | | 55 | |
| 7 | | | | | |
| 8 | | | 925 | 479,008 | 165,870 |
| 9 | | Deductions: | | | |
| 10 | | Leased To Terminal Rwy Co (I.H.C. Land) | | 0 | |
| 11 | | Leased to Chesapeake & Ohio Rly. Co. | | 213 | |
| 12 | | Leased To Others (Based On Capitalization | | | |
| 13 | | Of Annual Rent @ 6% | | 20,505 | |
| 14 | | | | | |
| 15 | | | 0 | 20,718 | 0 |
| 16 | | | | | |
| 17 | | Explanations: | | | |
| 18 | | Line 2: Column (D): Value Furnished By Lessor In | | | |
| 19 | | Accordance With Letter Of W.H.S. Stevens, | | | |
| 20 | | Director, Bureau Of Transportation, | | | |
| 21 | | Economics And Statistics, Icc Ic-29-54 | | | |
| 22 | | Lines 5,6,10,11,13, Column (D): Value Based On | | | |
| 23 | | Capitalization Of Annual Rent @ 6% | | | |
| 24 | | Lines 3,11: Agreement Valuation Of Exclusive | | | |
| 25 | | Property. | | | |
| 26 | | Line 13: Depreciation Of Investment Of \$20,505 | | | |
| 27 | | Included On Line 1 Column (D) And Not | | | |
| 28 | | Separable | | | |
| 29 | | | | | |
| 30 | | | | | |
| 31 | | Total | 925 | 458,290 | 165,870 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

352B - Investment In Railway Property Used In Transportation Service

Page 43

| Line No | Account (A) | Respondent (B) | Lessor Railroads (C) | Inactive(Proprie Tary Companies) (D) | Oth Leased Properties (E) |
|---------|---|----------------|----------------------|--------------------------------------|---------------------------|
| 1 | 2 Land | 15,117 | 5 | | |
| 2 | 3 Grading | 25,844 | 11 | | |
| 3 | 4 Other Right Of Way Exp | 226 | 21 | | |
| 4 | 5 Tunnels And Subways | 0 | 0 | | |
| 5 | 6 Bridges, Trestles & Culverts | 11,238 | 2 | | |
| 6 | 7 Elevated Structures | 0 | 0 | | |
| 7 | 8 Ties | 88,697 | 15 | | |
| 8 | 9 Rail & Otm | 82,101 | 20 | | |
| 9 | 11 Ballast | 28,122 | 3 | | |
| 10 | 13 Fences, Snowsheds & Signs | 576 | 18 | | |
| 11 | 16 Stations & Office Bldgs | 9,916 | 19 | | |
| 12 | 17 Roadway Buildings | 991 | 5 | | |
| 13 | 18 Water Stations | 92 | 1 | | |
| 14 | 19 Fuel Stations | 703 | 0 | | |
| 15 | 20 Shops & Enginehouses | 10,055 | 0 | | |
| 16 | 22 Storage Warehouses | 0 | 0 | | |
| 17 | 23 Wharves & Docks | 0 | 0 | | |
| 18 | 24 Coal & Ore Wharves | 0 | 0 | | |
| 19 | 25 Tofc/Cofc Terminals | 10,217 | 0 | | |
| 20 | 26 Communications Systems | 7,825 | 0 | | |
| 21 | 27 Signals & Interlockers | 17,980 | 0 | | |
| 22 | 29 Power Plants | 129 | 0 | | |
| 23 | 31 Power-Transmission Systems | 876 | 0 | | |
| 24 | 35 Miscellaneous Structures | 138 | 0 | | |
| 25 | 37 Roadway Machines | 5,283 | 0 | | |
| 26 | 39 Public Improvements | 7,209 | 0 | | |
| 27 | 44 Shop Machinery | 5,790 | 0 | | |
| 28 | 45 Power-Plant Machinery | 442 | 0 | | |
| 29 | Leased Property Capitalized Rentals (Explain) | | | | 570 |
| 30 | Other (Specify & Explain) | | | | |
| 31 | Total Road | 329,567 | 120 | 0 | 570 |
| 32 | 52 Locomotives | 27,194 | 0 | | |
| 33 | 53 Freight Cars | 108,783 | 0 | | |
| 34 | 54 Passenger-Train Cars | 0 | 0 | | |
| 35 | 55 Highway Revenue Equipment | 0 | 0 | | |
| 36 | 56 Floating Equipment | 0 | 0 | | |
| 37 | 57 Work Equipment | 3,441 | 0 | | |
| 38 | 58 Miscellaneous Equipment | 522 | 0 | | |
| 39 | 59 Computer Sys & Word Proc Equip | 5,275 | 0 | | |
| 40 | Total Equipment | 145,215 | 0 | 0 | 0 |
| 41 | 76 Interest During Construction | 2,422 | 3 | | |
| 42 | 80 Other Elements Of Investment | 0 | 1 | | |
| 43 | 90 Construction In Progress | 1,110 | 0 | | |
| | Grand Total | 478,314 | 124 | 0 | 570 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

| Schedule 410 | | Schedule 210 |
|--|---|---|
| Line 620, column (h) | = | Line 14, column (b) |
| Line 620, column (f) | = | Line 14, column (d) |
| Line 620, column (g) | = | Line 14, column (e) |
| | | Schedule 412 |
| Lines 136 thru 138 column (f) | = | Line 29 column (b) |
| Lines 118 thru 123, and 130 thru 135 column (f) | = | Line 29, column (c) |
| | | Schedule 414 |
| Line 231, column (f) | = | Line 19, columns (b) thru (d) |
| Line 230, column (f) | = | Line 19, columns (e) thru (g) |
| | | Schedule 415 |
| Lines 207, 208, 211, 212, column (f) | = | Lines 5, 38, column (f) |
| Lines 226, 227, column (f) | = | Lines 24, 39, column (f) |
| Lines 311, 312, 315, 316, column (f) | = | Lines 32, 35, 36, 37, 40, 41, column (f) |
| | | And |
| | | Schedule 414 |
| | | Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g) |
| | | Schedule 415 |
| Line 213, column (f) | = | Lines 5, 38, columns (c) and (d) |
| Line 232, column (f) | = | Lines 24, 39, columns (c) and (d) |
| Line 317, column (f) | = | Lines 32, 35, 36, 37, 40, 41, columns (c) and (d) |
| Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f)) | | Lines 5, 38, column (b) |
| Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f)) | | Lines 24, 39, column (b) |
| Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f)) | | Lines 32, 35, 36, 37, 40, 41, column (b) |
| | | Schedule 417 |
| Line 507, column (f) | = | Line 1, column (j) |
| Line 508, column (f) | = | Line 2, column (j) |
| Line 509, column (f) | = | Line 3, column (j) |
| Line 510, column (f) | = | Line 4, column (j) |
| Line 511, column (f) | = | Line 5, column (j) |
| Line 512, column (f) | = | Line 6, column (j) |
| Line 513, column (f) | = | Line 7, column (j) |
| Line 514, column (f) | = | Line 8, column (j) |
| Line 515, column (f) | = | Line 9, column (j) |
| Line 516, column (f) | = | Line 10, column (j) |
| Line 517, column (f) | = | Line 11, column (j) |
| | | Schedule 210 |
| Schedule 450 | | |
| Line 4 column b | = | Line 47 column b |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

410 - Railway Operating Expenses

Page 45

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools Splies, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|---------|---|----------------------|-------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| | Way And Structures | | | | | | | |
| | Administration | | | | | | | |
| 1 | Track | 891 | 437 | (58) | 28 | 1,298 | 0 | 0 |
| 2 | Bridge and Building | 358 | 18 | (2) | 28 | 402 | 0 | 1,298 |
| 3 | Signal | 359 | 61 | 3 | (3) | 420 | 0 | 402 |
| 4 | Communication | 1,023 | 23 | 21 | 3 | 1,070 | 0 | 1,070 |
| 5 | Other | (2) | 28 | 16 | 1 | 43 | 0 | 43 |
| | Repair And Maintenance | | | | | | | |
| 6 | Roadway - Running | 2,393 | 230 | 277 | (5) | 2,895 | 0 | 2,895 |
| 7 | Roadway - Switching | 7 | 0 | 3 | 0 | 10 | 0 | 10 |
| 8 | Tunnels And Subways - Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Tunnels And Subways - Switching | 331 | 48 | 149 | 22 | 550 | 0 | 550 |
| 10 | Bridges And Culverts - Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Bridges And Culverts - Switching | 496 | 494 | 0 | 1 | 991 | 0 | 991 |
| 12 | Ties - Running | 11 | 97 | 0 | 0 | 108 | 0 | 108 |
| 13 | Ties - Switching | 1,515 | 780 | 18 | 24 | 2,337 | 0 | 2,337 |
| 14 | Rail And Other Track Material - Running | 2 | 69 | 0 | 0 | 71 | 0 | 71 |
| 15 | Rail And Other Track Material - Switching | 514 | 183 | 0 | 5 | 702 | 0 | 702 |
| 16 | Ballast - Running | 3 | 39 | 0 | 0 | 42 | 0 | 42 |
| 17 | Ballast - Switching | 11 | (18) | 0 | 0 | (7) | 0 | (7) |
| 18 | Road Property Damaged - Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Road Property Damaged - Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | Road Property Damaged - Other | 1,718 | 832 | 23 | 45 | 2,618 | 0 | 2,618 |
| 21 | Signals And Interlockers - Running | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| 22 | Signals And Interlockers - Switching | 898 | 175 | 59 | 83 | 1,215 | 0 | 1,215 |
| 23 | Communication Systems | 15 | 41 | 0 | 0 | 56 | 0 | 56 |
| 24 | Power Systems | 72 | 607 | 62 | 3 | 744 | 0 | 744 |
| 25 | Highway Grade Crossings - Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | Highway Grade Crossings - Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | Stations And Office Buildings | 185 | 117 | 42 | 6 | 350 | 0 | 350 |
| 28 | Shop Buildings - Locomotives | 228 | 99 | 1 | 1 | 329 | 0 | 329 |
| 29 | Shop Buildings - Freight Cars | 100 | 39 | 34 | 3 | 176 | 0 | 176 |
| 30 | Shop Buildings - Other Equipment | 206 | 69 | 6 | 2 | 283 | 0 | 283 |

Schedule 410 - Railway Operating Expenses-Continued

Page 46

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools Splices, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|------------------------------------|---|----------------------|--------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| REPAIR AND MAINTENANCE - Continued | | | | | | | | |
| 101 | Locomotive Servicing Facilities | 3 | 9 | 1 | 1 | 14 | | 14 |
| 102 | Miscellaneous Buildings And Structures | 88 | 24 | 10 | (2) | 120 | | 120 |
| 103 | Coal Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | Ore Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | Other Marine Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | Tofc/Co/c - Terminals | 3 | 279 | 244 | 3 | 529 | | 529 |
| 107 | Motor Vehicle Loading & Distribution Facilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108 | Facilities For Other Specialized Service Operations | 0 | 0 | 0 | (3) | (3) | | (3) |
| 109 | Roadway Machines | 696 | 1,074 | 88 | (14) | 1,844 | | 1,844 |
| 110 | Small Tools And Supplies | 60 | 663 | 15 | 1 | 739 | | 739 |
| 111 | Snow Removal | 196 | 490 | 55 | 2 | 743 | | 743 |
| 112 | Fringe Benefits - Running | N/A | N/A | N/A | 4,548 | 4,548 | | 4,548 |
| 113 | Fringe Benefits - Switching | N/A | N/A | N/A | 20 | 20 | | 20 |
| 114 | Fringe Benefits - Other | N/A | N/A | N/A | 1,641 | 1,641 | | 1,641 |
| 115 | Casualties And Insurance - Running | N/A | N/A | N/A | 1,802 | 1,802 | | 1,802 |
| 116 | Casualties And Insurance - Switching | N/A | N/A | N/A | 0 | 0 | | 0 |
| 117 | Casualties And Insurance - Other | N/A | N/A | N/A | 9,969 | 9,969 | | 9,969 |
| 118 | Lease Rentals - Debit - Running | N/A | N/A | 978 | N/A | 978 | | 978 |
| 119 | Lease Rentals - Debit - Switching | N/A | N/A | 2 | N/A | 2 | | 2 |
| 120 | Lease Rentals - Debit - Other | N/A | N/A | 3,781 | N/A | 3,781 | | 3,781 |
| 121 | Lease Rentals - (Credit) - Running | N/A | N/A | (4) | N/A | (4) | | (4) |
| 122 | Lease Rentals - (Credit) - Switching | N/A | N/A | | N/A | 0 | | 0 |
| 123 | Lease Rentals - (Credit) - Other | N/A | N/A | | N/A | 0 | | 0 |
| 124 | Joint Facility Rent - Debit - Running | N/A | N/A | 1,739 | N/A | 1,739 | | 1,739 |
| 125 | Joint Facility Rent - Debit - Switching | N/A | N/A | (351) | N/A | (351) | | (351) |
| 126 | Joint Facility Rent - Debit - Other | N/A | N/A | 995 | N/A | 995 | | 995 |
| 127 | Joint Facility Rent - (Credit) - Running | N/A | N/A | (6) | N/A | (6) | | (6) |
| 128 | Joint Facility Rent - (Credit) - Switching | N/A | N/A | (66) | N/A | (66) | | (66) |
| 129 | Joint Facility Rent - (Credit) - Other | N/A | N/A | (274) | N/A | (274) | | (274) |
| 130 | Other Rents - Debit - Running | N/A | N/A | | N/A | 0 | | 0 |
| 131 | Other Rents - Debit - Switching | N/A | N/A | | N/A | 0 | | 0 |
| 132 | Other Rents - Debit - Other | N/A | N/A | | N/A | 0 | | 0 |
| 133 | Other Rents - (Credit) - Running | N/A | N/A | | N/A | 0 | | 0 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Schedule 410 - Railway Operating Expenses-Continued

Page 47

| Line No. | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools Spies, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|------------------------------------|---|----------------------|------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| REPAIR AND MAINTENANCE - Continued | | | | | | | | |
| 134 | Other Rents - (Credit) - Switching | N/A | N/A | | N/A | 0 | | 0 |
| 135 | Other Rents - (Credit) - Other | N/A | N/A | | N/A | 0 | | 0 |
| 136 | Depreciation - Running | N/A | N/A | N/A | 3,410 | 3,410 | | 3,410 |
| 137 | Depreciation - Switching | N/A | N/A | N/A | 1,424 | 1,424 | | 1,424 |
| 138 | Depreciation - Other | N/A | N/A | N/A | 1,254 | 1,254 | | 1,254 |
| 139 | Joint Facility - Debit - Running | N/A | N/A | 1,634 | N/A | 1,634 | | 1,634 |
| 140 | Joint Facility - Debit - Switching | N/A | N/A | 0 | N/A | 0 | | 0 |
| 141 | Joint Facility - Debit - Other | N/A | N/A | | N/A | 0 | | 0 |
| 142 | Joint Facility - (Credit) - Running | N/A | N/A | (982) | N/A | (982) | | (982) |
| 143 | Joint Facility - (Credit) - Switching | N/A | N/A | (11) | N/A | (11) | | (11) |
| 144 | Joint Facility - (Credit) - Other | N/A | N/A | 6 | N/A | 7 | | 7 |
| 145 | Dismantling Retired Road Property - Running | 8 | | | 1 | 0 | | 0 |
| 146 | Dismantling Retired Road Property - Switching | 175 | 4 | | 0 | 12 | | 12 |
| 147 | Dismantling Retired Road Property - Other | 0 | | | 0 | 175 | | 175 |
| 148 | Other - Running | 20 | | | 0 | 0 | | 0 |
| 149 | Other - Switching | 12,583 | 7,013 | 60 | 7 | 87 | | 87 |
| 150 | Other - Other | | | 8,568 | 24,311 | 52,475 | 0 | 52,475 |
| 151 | Total Way & Structures | | | | | 0 | | 0 |
| Equipment | | | | | | | | |
| Locomotives | | | | | | | | |
| 201 | Administrative | 623 | 18 | | 7 | 658 | | 658 |
| 202 | Repair And Maintenance | 5,224 | 6,609 | 108 | (1,537) | 10,404 | | 10,404 |
| 203 | Machinery Repair | 190 | 51 | 1 | 10 | 252 | | 252 |
| 204 | Equipment Damaged | 49 | 0 | 2 | 0 | 51 | | 51 |
| 205 | Fringe Benefits | N/A | N/A | N/A | 2,697 | 2,697 | | 2,697 |
| 206 | Other Casualties and Insurance | N/A | N/A | N/A | 41 | 41 | | 41 |
| 207 | Lease Rentals - Debit | N/A | N/A | 7,155 | N/A | 7,155 | | 7,155 |
| 208 | Lease Rentals - Credit | N/A | N/A | (1,141) | N/A | (1,141) | | (1,141) |
| 209 | Joint Facility Rent - Debit | N/A | N/A | 0 | N/A | 0 | | 0 |
| 210 | Joint Facility Rent - (Credit) | N/A | N/A | (14) | N/A | (14) | | (14) |
| 211 | Other Rents - Debit | N/A | N/A | 0 | N/A | 0 | | 0 |
| 212 | Other Rents - (Credit) | N/A | N/A | (8) | N/A | (8) | | (8) |
| 213 | Depreciation | N/A | N/A | | (84) | (84) | | (84) |
| 214 | Joint Facility - Debit | N/A | N/A | | N/A | 0 | | 0 |
| 215 | Joint Facility - (Credit) | N/A | N/A | | N/A | 0 | | 0 |
| 216 | Repairs Billed To Others - (Credit) | N/A | N/A | (107) | N/A | (107) | | (107) |

Schedule 410 - Railway Operating Expenses-Continued

Page 48

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools & Spares, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|-------------------------|---|----------------------|---------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| LOCOMOTIVES - Continued | | | | | | | | |
| 217 | Dismantling Retired Property | 0 | | | | 0 | | 0 |
| 218 | Other | 35 | | | | 41 | | 41 |
| 219 | Total Locomotives | 6,121 | 1 | 6,011 | 1,134 | 19,945 | 0 | 19,945 |
| Freight Cars | | | | | | | | |
| 220 | Administrative | 1,300 | 26 | | | 0 | | 0 |
| 221 | Repair And Maintenance | 4,213 | 5,311 | 4,489 | (36) | 1,296 | | 1,296 |
| 222 | Machinery Repair | 130 | 200 | 5 | (427) X | 13,586 | | 13,586 |
| 223 | Equipment Damaged | 122 | 30 | | | 335 | | 335 |
| 224 | Fringe Benefits | N/A | N/A | N/A | (152) | 0 | | 0 |
| 225 | Other Casualties And Insurance | N/A | N/A | N/A | 3,874 | 3,874 | | 3,874 |
| 226 | Lease Rentals - Debit | N/A | N/A | N/A | 3,782 | 3,782 | | 3,782 |
| 227 | Lease Rentals - (Credit) | N/A | N/A | 13,022 | N/A | 13,022 | | 13,022 |
| 228 | Joint Facility Rent - Debit | N/A | N/A | (249) | N/A | (249) | | (249) |
| 229 | Joint Facility Rent - (Credit) | N/A | N/A | | N/A | 0 | | 0 |
| 230 | Other Rents - Debit | N/A | N/A | 40,150 | N/A | 40,150 | | 40,150 |
| 231 | Other Rents - (Credit) | N/A | N/A | (25,582) | N/A | (25,582) | | (25,582) |
| 232 | Depreciation | N/A | N/A | N/A | 6,343 | 6,343 | | 6,343 |
| 233 | Joint Facility - Debit | N/A | N/A | N/A | N/A | 0 | | 0 |
| 234 | Joint Facility - (Credit) | N/A | N/A | (3,649) | N/A | (3,649) | | (3,649) |
| 235 | Repairs Billed To Others - (Credit) | N/A | N/A | 12 | 13 | 29 | | 29 |
| 236 | Dismantling Retired Property | 28 | 1 | | | 106 | | 106 |
| 237 | Other | 81 | | | | 0 | | 0 |
| 238 | Total Freight Cars | 5,874 | 5,568 | 28,202 | 13,399 | 53,043 | 0 | 53,043 |
| Other Equipment | | | | | | | | |
| 301 | Administration | 0 | 5 | | 2 | 7 | | 7 |
| 302 | Repair And Maintenance | 0 | | 4 | 1,197 | 1,201 | | 1,201 |
| 303 | Floating Equipment - Revenue Service | 0 | | | | 0 | | 0 |
| 304 | Passenger And Other Revenue Equipment | 0 | | 583 | | 583 | | 583 |
| 305 | Computer Systems And Word Processing Equip. | 0 | | | | 0 | | 0 |
| 306 | Machinery | 0 | 7 | | (1) | 6 | | 6 |
| 307 | Work And Other Non-Revenue Equipment | 122 | 807 | | 48 | 977 | | 977 |
| 308 | Equipment Damaged | 0 | | | 0 | 0 | | 0 |
| 309 | Fringe Benefits | N/A | N/A | N/A | (318) | (318) | | (318) |
| 310 | Other Casualties And Insurance | N/A | N/A | N/A | 1,306 | 1,306 | | 1,306 |
| 311 | Lease Rentals - Debit | N/A | | 2,437 | N/A | 2,437 | | 2,437 |
| 312 | Lease Rentals - (Credit) | N/A | N/A | | N/A | 0 | | 0 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Schedule 410 - Railway Operating Expenses-Continued

Page 49

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools Splies, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|-----------------------------|---|----------------------|-------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| OTHER EQUIPMENT - Continued | | | | | | | | |
| 313 | Joint Facility Rent - Debit | N/A | N/A | | N/A | 0 | 0 | 0 |
| 314 | Joint Facility Rent - (Credit) | N/A | N/A | | N/A | 0 | 0 | 0 |
| 315 | Other Rents - Debit | N/A | N/A | 1,550 | N/A | 1,550 | 1,550 | 1,550 |
| 316 | Other Rents - (Credit) | N/A | N/A | (21) | N/A | (21) | (21) | (21) |
| 317 | Depreciation | N/A | N/A | N/A | 666 | 666 | 666 | 666 |
| 318 | Joint Facility - Debit | N/A | N/A | 0 | N/A | 0 | 0 | 0 |
| 319 | Joint Facility - (Credit) | N/A | N/A | (1) | N/A | (1) | (1) | (1) |
| 320 | Repairs Billed To Others - (Credit) | N/A | N/A | (784) | N/A | (784) | (784) | (784) |
| 321 | Dismantling Retired Property | 0 | | | | 0 | 0 | 0 |
| 322 | Other | 0 | | | | 0 | 0 | 0 |
| 323 | Total Other Equipment | 122 | 819 | 3,768 | 2,900 | 7,609 | 0 | 7,609 |
| 324 | Total Equipment | 12,117 | 13,066 | 37,981 | 17,433 | 80,597 | 0 | 80,597 |
| Transportation | | | | | | | | |
| Train Operations | | | | | | | | |
| 401 | Administration | 1,322 | 35 | 176 | (91) | 1,442 | 1,442 | 1,442 |
| 402 | Engine Crews | 8,488 | 4 | 3 | 1,307 | 9,802 | 9,802 | 9,802 |
| 403 | Train Crews | 14,390 | 49 | 1 | 774 | 15,214 | 15,214 | 15,214 |
| 404 | Dispatching Trains | 1,885 | 13 | 62 | 1 | 1,961 | 1,961 | 1,961 |
| 405 | Operating Signals And Interlockers | 391 | | | | 391 | 391 | 391 |
| 406 | Operating Drawbridges | | | | | 0 | 0 | 0 |
| 407 | Highway Crossing Protection | 420 | 0 | 430 | 0 | 850 | 850 | 850 |
| 408 | Train Inspection And Lubrication | 3,938 | 100 | 58 | 32 | 4,128 | 4,128 | 4,128 |
| 409 | Locomotive Fuel | | 15,546 | 0 | 0 | 15,546 | 15,546 | 15,546 |
| 410 | Electric Power Purchased Or Produced For Motive Power | 590 | 153 | | 0 | 743 | 743 | 743 |
| 411 | Servicing Locomotives | | | | 48 | 48 | 48 | 48 |
| 412 | Freight Lost Or Damaged-Solely Related | | 1 | 244 | 109 | 500 | 500 | 500 |
| 413 | Clearing Wrecks | | | N/A | 9,055 | 9,055 | 9,055 | 9,055 |
| 414 | Fringe Benefits | N/A | N/A | N/A | 12,555 | 12,555 | 12,555 | 12,555 |
| 415 | Other Casualties And Insurance | N/A | N/A | N/A | N/A | 0 | 0 | 0 |
| 416 | Joint Facility - Debit | N/A | N/A | (25) | N/A | (25) | (25) | (25) |
| 417 | Joint Facility - (Credit) | 751 | 167 | 342 | 71 | 1,331 | 1,331 | 1,331 |
| 418 | Other | | 16,068 | 1,291 | 23,861 | 73,541 | 0 | 73,541 |
| 419 | Total Train Operations | 32,321 | | | | 0 | 0 | 0 |
| Yard Operations | | | | | | | | |
| 420 | Administration | 6,389 | 3 | 185 | 262 | 6,839 | 6,839 | 6,839 |
| 421 | Switch Crews | 21,377 | 1 | 141 | (52) | 21,467 | 21,467 | 21,467 |

Schedule 410 - Railway Operating Expenses-Continued

Page 50

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools & Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|----------------------------------|---|----------------------|-------------------------|------------------------|-------------|------------------------|---------------|-----------|
| YARD OPERATIONS - Continued | | | | | | | | |
| 422 | Controlling Operations | 1,569 | 22 | 1 | 3 | 1,595 | | 1,595 |
| 423 | Yard and Terminal Clerical | 5,494 | 175 | 945 | (123) | 6,491 | | 6,491 |
| 424 | Operating Switches, Signals, Retarders & Humps | 0 | 2 | | | 2 | | 2 |
| 425 | Locomotive fuel | 0 | 1,361 | 0 | 0 | 1,361 | | 1,361 |
| 426 | Electric Power Purchased or Produced for Motive Power | 0 | 0 | 0 | 0 | 0 | | 0 |
| 427 | Servicing Locomotives | 774 | 28 | N/A | (15) | 802 | | 802 |
| 428 | Freight Lost or Damaged - Solely Related | N/A | | N/A | | (15) | | (15) |
| 429 | Clearing Wrecks | 5 | | 15 | 0 | 20 | | 20 |
| 430 | Fringe Benefits | N/A | N/A | N/A | 10,139 | 10,139 | | 10,139 |
| 431 | Other Casualties and Insurance | N/A | N/A | N/A | 871 | 871 | | 871 |
| 432 | Joint Facility - Debit | N/A | N/A | 2,501 | N/A | 2,501 | | 2,501 |
| 433 | Joint Facility - (Credit) | N/A | N/A | (1,006) | N/A | (1,006) | | (1,006) |
| 434 | Other | 17 | 1 | 49 | 0 | 67 | | 67 |
| 435 | Total Yard Operations | 35,625 | 1,593 | 2,831 | 11,085 | 51,134 | 0 | 51,134 |
| Train & Yard Operations - Common | | | | | | | | |
| 501 | Cleaning Car Interiors | 1 | 0 | 1 | N/A | 1 | | 1 |
| 502 | Adjusting and Transferring Loads | 0 | 0 | 68 | N/A | 69 | | 69 |
| 503 | Car Loading Devices and Grain Doors | N/A | N/A | 0 | N/A | 0 | | 0 |
| 504 | Freight Lost or Damaged - all other | N/A | N/A | N/A | 879 | 879 | | 879 |
| 505 | Fringe Benefits | N/A | N/A | N/A | 547 | 547 | | 547 |
| 506 | Total Train & Yard Operations Common | 1 | 0 | 69 | 1,426 | 1,496 | 0 | 1,496 |
| Specialized Service Operations | | | | | | | | |
| 507 | Administration | | 0 | 49 | | 0 | | 0 |
| 508 | Pickup and Delivery and Marine Line Haul | 940 | 89 | 1,102 | (130) | 2,001 | | 2,001 |
| 509 | Loading and Unloading and Local Marine | | 2 | 26 | 0 | 199 | | 199 |
| 510 | Protective Service | 171 | | | 30 | 30 | | 30 |
| 511 | Freight Lost and Damaged - Solely Related | N/A | N/A | N/A | 588 | 588 | | 588 |
| 512 | Fringe Benefits | N/A | N/A | N/A | 0 | 0 | | 0 |
| 513 | Casualties and Insurance | N/A | N/A | N/A | N/A | 0 | | 0 |
| 514 | Joint Facility - Debit | N/A | N/A | N/A | N/A | 0 | | 0 |
| 515 | Joint Facility - (Credit) | N/A | N/A | N/A | N/A | 0 | | 0 |
| 516 | Other | | | 20 | 12 | 32 | | 32 |
| 517 | Total Specialized Service Operations | 1,111 | 91 | 1,197 | 500 | 2,899 | 0 | 2,899 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Schedule 410 - Railway Operating Expenses-Continued

Page 51

| Line No | Railway Operating Expense Account (A) | Salaries & Wages (B) | Mtls, Tools Splies, Fuels (C) | Purchased Services (D) | General (E) | Total Frt. Expense (F) | Passenger (G) | Total (H) |
|----------------------------|--|----------------------|-------------------------------|------------------------|-------------|------------------------|---------------|-----------|
| Administrative Support | | | | | | | | |
| 518 | Administration | 621 | 265 | 171 | 41 | 1,098 | 0 | 1,098 |
| 519 | Employees Performing Clerical and Accounting Functions | 5,412 | (105) | 324 | 55 | 5,686 | 0 | 5,686 |
| 520 | Communications Systems Operations | | | 437 | (1) | 436 | 0 | 436 |
| 521 | Loss and Damage Claims Processing | | 10 | 7 | 17 | 591 | 0 | 591 |
| 522 | Fringe Benefits | 557 | N/A | N/A | 4,922 | 4,922 | 0 | 4,922 |
| 523 | Casualties and Insurance | N/A | N/A | N/A | 76 | 76 | 0 | 76 |
| 524 | Joint Facility - Debit | N/A | N/A | N/A | N/A | 0 | 0 | 0 |
| 525 | Joint Facility - (Credit) | N/A | N/A | N/A | N/A | 0 | 0 | 0 |
| 526 | Other | 29 | 28 | 107 | 657 | 821 | 0 | 821 |
| 527 | Total Administrative Support Operations | 6,619 | 198 | 1,046 | 5,767 | 13,630 | 0 | 13,630 |
| 528 | Total Transportation | 75,677 | 17,950 | 6,434 | 42,639 | 142,700 | 0 | 142,700 |
| General And Administrative | | | | | | | | |
| 601 | Officers - General Administration | 5,601 | 87 | 1,000 | (445) X | 6,243 | 0 | 6,243 |
| 602 | Accounting, Auditing and Finance | 6,717 | 99 | 328 | 80 | 7,224 | 0 | 7,224 |
| 603 | Management Services and Data Processing | 1,047 | 259 | 2,304 | 98 | 3,708 | 0 | 3,708 |
| 604 | Marketing | 3,278 | 64 | 547 | 498 | 4,387 | 0 | 4,387 |
| 605 | Sales | 395 | 0 | 0 | 160 | 555 | 0 | 555 |
| 606 | Industrial Development | 425 | 3 | 31 | 14 | 473 | 0 | 473 |
| 607 | Personnel and Labor Relations | 376 | 6 | 79 | 13 | 474 | 0 | 474 |
| 608 | Legal and Secretarial | 1,074 | 23 | 1,465 | 250 | 2,812 | 0 | 2,812 |
| 609 | Public Relations and Advertising | 120 | 39 | 1,587 | 50 | 1,796 | 0 | 1,796 |
| 610 | Research and Development | | | | 0 | 0 | 0 | 0 |
| 611 | Fringe Benefits | N/A | N/A | N/A | 12,132 | 12,132 | 0 | 12,132 |
| 612 | Casualties and Insurance | N/A | N/A | N/A | 10 | 10 | 0 | 10 |
| 613 | Writedown of Uncollectible Accounts | N/A | N/A | N/A | 191 | 191 | 0 | 191 |
| 614 | Property Taxes | N/A | N/A | N/A | 300 | 300 | 0 | 300 |
| 615 | Other Taxes Except on Corporate Income or Payrolls | N/A | N/A | N/A | 1,738 | 1,738 | 0 | 1,738 |
| 616 | Joint Facility - Debit | N/A | N/A | N/A | N/A | 44 | 0 | 44 |
| 617 | Joint Facility - (Credit) | N/A | N/A | (132) | N/A | (132) | 0 | (132) |
| 618 | Other | 269 | 240 | 1,019 | 1,622 | 3,150 | 0 | 3,150 |
| 619 | Total General And Administrative | 19,302 | 820 | 8,272 | 16,711 | 45,105 | 0 | 45,105 |
| 620 | Total Carrier Operating Expenses | 119,679 | 38,849 | 61,255 | 101,094 | 320,877 | 0 | 320,877 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

| Page 52 | | 412 - Way And Structures | | | | |
|---------|------------------------------------|--------------------------|------------------|------------------------|----------------------------------|--|
| Line No | Property Account | Category (A) | Depreciation (B) | Lease/Rentals(Net) (C) | Amortization Adj. During Yr. (D) | |
| 1 | 2 Land For Transportation Purposes | | N/A | | | |
| 2 | 3 Grading | | 253 | | | |
| 3 | 4 Other Right Of Way Exp | | 3 | | | |
| 4 | 5 Tunnels And Subways | | | | | |
| 5 | 6 Bridges, Trestles & Culverts | | 199 | | 35 | |
| 6 | 7 Elevated Structures | | | | | |
| 7 | 8 Ties | | 1,901 | | | |
| 8 | 9 Rail & Otm | | 1,809 | 858 | | |
| 9 | 11 Ballast | | 547 | | | |
| 10 | 13 Fences, Snowsheds & Signs | | | | | |
| 11 | 16 Stations & Office Bldgs | | 266 | 3,899 | (5) | |
| 12 | 17 Roadway Buildings | | 33 | | 4 | |
| 13 | 18 Water Stations | | 12 | | 8 | |
| 14 | 19 Fuel Stations | | 26 | | 4 | |
| 15 | 20 Shops & Enginehouses | | 202 | | 5 | |
| 16 | 22 Storage Warehouses | | | | | |
| 17 | 23 Wharves & Docks | | | | | |
| 18 | 24 Coal & Ore Wharves | | | | | |
| 19 | 25 Tofc/Cofc Terminals | | 207 | | (30) | |
| 20 | 26 Communications Systems | | 134 | | (54) | |
| 21 | 27 Signals & Interlockers | | 300 | | (44) | |
| 22 | 29 Power Plants | | 5 | | 3 | |
| 23 | 31 Power-Transmission Systems | | 15 | | (3) | |
| 24 | 35 Miscellaneous Structures | | 12 | | 8 | |
| 25 | 37 Roadway Machines | | 75 | | (96) | |
| 26 | 39 Public Improvements | | 71 | | (6) | |
| 27 | 45 Power-Plant Machinery | | 18 | | 7 | |
| 28 | - Other Leased/Rentals | | N/A | | N/A | |
| 29 | - | Total | 6,088 | 4,757 | (164) | |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Page 53 414 - Rents For Interchanged Freight Train Cars & Other Frt Carrying Equipment

| Line No | Type of Equipment (A) | Gross Amounts Receivable | | Gross Amounts Payable | | Time (G) |
|----------------------------------|--------------------------------|--------------------------|-------------|-----------------------|-------------|----------|
| | | Pvt Line (B) | Mileage (C) | Pvt. Line (E) | Mileage (F) | |
| CAR TYPES | | | | | | |
| 1 | Box - Plain 40 Foot | | 59 | 320 | 0 | 0 |
| 2 | Box - Plain 50 Foot And Longer | | 2,164 | 1 | 411 | 939 |
| 3 | Box - Equipped | | 345 | 122 | 1,649 | 9,968 |
| 4 | Gondolas - Plain | | 113 | 1 | 334 | 742 |
| 5 | Gondolas - Equipped | | 275 | 1 | 95 | 290 |
| 6 | Hopper - Covered | | | 1,491 | 684 | 1,543 |
| 7 | Hopper - Open Top-Gen Service | | | 11 | 484 | 2,434 |
| 8 | Hopper - Open Top-Spc. Service | | | 1 | (5) | 0 |
| 9 | Refrigerator - Mechanical | | 6 | 18 | 151 | 114 |
| 10 | Refrigerator - Non-Mechanical | | 427 | 375 | 81 | 185 |
| 11 | Flat Tofc/Cofc | | 822 | 4,939 | 56 | 194 |
| 12 | Flat-Multi-Level | | 0 | 0 | 25 | 59 |
| 13 | Flat-General Service | | 51 | 360 | 63 | 130 |
| 14 | Flat-Other | | | 1,689 | | |
| 15 | Tank-Under 22,000 gallons | | | 2,740 | | |
| 16 | Tank-22,000 gallons And Over | | 2 | 1,733 | 160 | 569 |
| 17 | All Other freight Cars | | | 2,565 | | 962 |
| 18 | Auto Racks | | | 16,367 | 4,463 | 19,320 |
| 19 | Total freight Train Cars | 0 | 4,264 | | | |
| Other freight-Carrying Equipment | | | | | | |
| 20 | Refrigerated Trailers - | | | | | |
| 21 | Other Trailers | | | | | 1,526 |
| 22 | Refrigerated Containers | | | | | 3 |
| 23 | Other Containers | | 0 | 0 | | 1,529 |
| 24 | Total Trailers & Containers | 0 | 4,264 | 16,367 | 4,463 | 20,849 |
| 25 | Grand Total (Lines 19 & 24) | 0 | | | | |

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

Page 56

415 - Supporting Schedule - Equipment

| Line No | Type Of Equipment (a) | Repairs | Depreciation | | Amortization |
|------------|--|----------------------|--------------|--------------------|----------------------|
| | | (Net Expense) (b) | Owned (c) | Capitalized (d) | Net During Yr (e) |
| 1 | Diesel Locomotive - Yard | 0 | 76 | | |
| 2 | Diesel Locomotive - Road | 10,297 | (160) | 0 | (677) |
| 3 | Other Locomotive - Yard | | | | |
| 4 | Other Locomotive - Road | | | | |
| 5 | TOTAL LOCOMOTIVES | 10,297 | (84) | 0 | (677) |
| 6 | Box - Plain 40 Foot | 0 | 0 | | |
| 7 | Box - Plain 50 Foot And Longer | 259 | 1 | 0 | 0 |
| 8 | Box - Equiped | 7,350 | 4,154 | 93 | 1,974 |
| 9 | Gondola - Plain | 341 | 15 | 0 | |
| 10 | Gondola - Equiped | 540 | 42 | 0 | |
| 11 | Hopper - Covered | 425 | 155 | 89 | |
| 12 | Hopper - Open Top General Service | (171) | 0 | | |
| 13 | Hopper - Open Top Special Service | 6 | | | |
| 14 | Refrigerator - Mechanical | (4) | | | |
| 15 | Refrigerator - Nonmechanical | 480 | | | |
| 16 | Flat Tofc/Cofc | 3 | 55 | | |
| 17 | Flat Multi-Level | 454 | 237 | | |
| 18 | Flat - General Service | 2 | 19 | | |
| 19 | Flat - Other | 143 | 66 | | |
| 20 | All Other Freight Cars | (87) | | | |
| 21 | Cabooses | 168 | 73 | | |
| 22 | Auto Racks | 28 | 1,275 | | |
| 23 | Miscellaneous Accessories | | 69 | | |
| 24 | TOTAL FREIGHT TRAIN CARS | 9,937 | 6,161 | 182 | 1,974 |
| 25 | Refrigerated Trailers | | | | |
| 26 | Other Trailers | 417 | | | |
| 27 | Refrigerated Containers | | | | |
| 28 | Other Containers | | | | |
| 29 | Bogies | | | | |
| 30 | Chasis | | | | |
| 31 | Other Highway Equipment(Freight) | | | | |
| 32 | TOTAL HIGHWAY EQUIPMENT | 417 | 0 | 0 | 0 |
| 33 | Marine Line-Haul | | | | |
| 34 | Local Marine | 0 | | | |
| 35 | TOTAL FLOATING EQUIPMENT | 0 | 0 | 0 | 0 |
| 36 | Pass. & Other Revenue Equipment | 583 | | | |
| 37 | Computer Sys. & Word Processing Equip. | 0 | 329 | | (340) |
| 38 | Machinery - Locomotives (1) | 252 | 0 | | 0 |
| 39 | Machinery - Freight Cars (2) | 335 | 0 | | 0 |
| 40 | Machinery - Other Equipment (3) | 6 | 166 | | 29 |
| 41 | Work & Other Non-Revenue Equipment | 977 | 171 | | 0 |
| 42 | TOTAL OTHER EQUIPMENT | 2,153 | 666 | 0 | (311) |
| 43 | Total All Equipment (Freight Portion) | 22,804 | 6,743 | 182 | 986 |

415 - Supporting Schedule - Equipment-Continued

Page 57

| Line No | Lease & Rentals (f) | Invsm'T Base @12/31/ Owned (g) | Cap.Lease (h) | Accum. Depr.@ 12/31/ Owned (i) | Cap.Lease (j) |
|------------|---------------------------|--------------------------------------|------------------|--------------------------------------|------------------|
| 1 | | 3,377 | 0 | 3,066 | 0 |
| 2 | 6,006 | 23,817 | | 17,788 | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | 6,006 | 27,194 | 0 | 20,854 | 0 |
| 6 | | 25 | | 22 | |
| 7 | 0 | 35 | | 20 | |
| 8 | 3,259 | 57,530 | 3,033 | 19,352 | 347 |
| 9 | 2,234 | 470 | | 258 | |
| 10 | 458 | 1,765 | 0 | 1,126 | 0 |
| 11 | 589 | 6,020 | 1,970 | 2,394 | 445 |
| 12 | | 12 | | 13 | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | 11 | | | | |
| 16 | 1,413 | 919 | | 510 | |
| 17 | 723 | 9,109 | | 2,269 | |
| 18 | | 629 | | 355 | |
| 19 | 14 | 1,576 | | 703 | |
| 20 | | | | | |
| 21 | 0 | 2,650 | | 836 | |
| 22 | 4,072 | 21,994 | | 9,728 | |
| 23 | | 1,046 | | 276 | |
| 24 | 12,773 | 103,780 | 5,003 | 37,862 | 792 |
| 25 | | | | | |
| 26 | | | | | |
| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| 30 | | | | | |
| 31 | | | | | |
| 32 | 0 | 0 | 0 | 0 | 0 |
| 33 | | | | | |
| 34 | | | | | |
| 35 | 0 | 0 | 0 | 0 | 0 |
| 36 | 0 | | | | |
| 37 | 2,367 | 5,275 | | 2,591 | |
| 38 | | 0 | | 0 | |
| 39 | | 0 | | 0 | |
| 40 | | 5,790 | | 1,583 | |
| 41 | 70 | 3,963 | | 2,095 | |
| 42 | 2,437 | 15,028 | 0 | 6,269 | 0 |
| 43 | 21,216 | 146,002 | 5,003 | 64,985 | 792 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

416 - Supporting Schedule - Road

Page 58

| Density Category (Class) | Account No (b) | Owned And Used Inv.Base (c) | Depr. Rate (e) | Improvements To Leased Property Inv.Base (f) | Capitalized Leases Inv.Base (i) | Cur.Yr.Amort (j) | Accum.Amort. (k) | Inv.Base (l) | Total Accum.Depr (m) |
|-----------------------------|-------------------|--------------------------------|-------------------|---|------------------------------------|------------------|------------------|--------------|-------------------------|
| I | 3 | 466 | 217 | 1.00% | | | | 466 | 217 |
| 2 | 8 | 2,412 | 771 | 2.76% | | | | 2,412 | 771 |
| 3 | 9 | 3,415 | 1,364 | 2.11% | | | | 3,415 | 1,364 |
| 4 | 11 | 739 | 225 | 3.23% | | | | 739 | 225 |
| 5 | | 7,032 | 2,577 | | 0 | 0 | 0 | 7,032 | 2,577 |
| 6 | 3 | 13,814 | 4,938 | 1.00% | 4 | 1 | 1.33 | 13,818 | 4,939 |
| 7 | 8 | 51,727 | 9,639 | 2.14% | 181 | 97 | 2.14 | 51,908 | 9,736 |
| 8 | 9 | 52,589 | 27,408 | 2.70% | 175 | 161 | 2.70 | 52,764 | 27,569 |
| 9 | 11 | 18,496 | 3,058 | 2.07% | 3 | 3 | 2.07 | 18,499 | 3,061 |
| 10 | | 136,626 | 45,043 | | 363 | 262 | 8 | 136,989 | 45,305 |
| 11 | 3 | N/A | N/A | N/A | N/A | N/A | N/A | 0 | 0 |
| 12 | 8 | N/A | N/A | N/A | N/A | N/A | N/A | 0 | 0 |
| 13 | 9 | N/A | N/A | N/A | N/A | N/A | N/A | 0 | 0 |
| 14 | 11 | N/A | N/A | N/A | N/A | N/A | N/A | 0 | 0 |
| 15 | | 0 | N/A | N/A | 0 | 0 | N/A | 0 | 0 |
| 16 | 3 | 11,548 | 4,055 | 1.00% | 12 | 5 | 1.33 | 11,560 | 4,060 |
| 17 | 8 | 34,329 | 8,636 | 2.19% | 48 | 23 | 2.19 | 34,377 | 8,659 |
| 18 | 9 | 25,738 | 10,897 | 1.42% | 184 | 75 | 1.42 | 25,922 | 10,972 |
| 19 | 11 | 8,874 | 2,825 | 2.37% | 10 | 8 | 2.37 | 8,884 | 2,833 |
| 20 | | 80,489 | 26,413 | | 254 | 111 | | 80,743 | 26,524 |
| 21 | 3 | | | | | | | 0 | 0 |
| 22 | 8 | | | | | | | 0 | 0 |
| 23 | 9 | | | | | | | 0 | 0 |
| 24 | 11 | | | | | | | 0 | 0 |
| 25 | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 |
| 26 | | 224,147 | 74,033 | 0 | 617 | 373 | 0 | 224,764 | 74,406 |

Road Initials

GTW

Year 1991

59

NOTES AND REMARKS

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

417. Specialized Services Subschedule - Transportation

Page 60

| Line No | Items (A) | Tofc/Coft Terminals (B) | Floating Equip (C) | Coal Terminals (D) | Marine Terminals (E) | Oth. Marine Terminals (F) | Motor Vehicle (G) | Protective Svcs(Refg) (H) | Oth. Sp. Service (I) | Total (J) |
|---------|--|-------------------------|--------------------|--------------------|----------------------|---------------------------|-------------------|---------------------------|----------------------|-----------|
| 1 | Administration | 0 | | | | | | | | 0 |
| 2 | Pick Up & Delvy, Marine Line Haul | 49 | | | | | | N/A | | 49 |
| 3 | Loading & Unldg & Local Marine | 2,001 | | | | | | N/A | | 2,001 |
| 4 | Protective Services, Total Dr. & Cr. | | | | | | | 199 | | 199 |
| 5 | Freight Loss & Damage - Solely Related | 30 | | | | | | | | 30 |
| 6 | Fringe Benefits | 588 | | | | | | | | 588 |
| 7 | Casualty And Insurance | 0 | | | | | | | | 0 |
| 8 | Joint Facility - Debit | 0 | | | | | | | | 0 |
| 9 | Joint Facility - Credit | 0 | | | | | | | | 0 |
| 10 | Other | 44 | | | | | | | | 44 |
| 11 | Total | 2,712 | 0 | 0 | 0 | 0 | 0 | 199 | 0 | 2,911 |

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

418 - Supporting Schedule - Capital Leases

Page 61

| Primary A/C | | Total Inv. | Capital Leases | | |
|-------------|----------|------------|----------------|--------------|--------------|
| No.&Title | | At Y/E | Inv.@ Y/E | Cur.Yr.Amort | Accum.Amort. |
| (A) | | (B) | (C) | (D) | (E) |
| 52 | (005221) | 10,055 | 52 | 22 | 22 |
| 53 | (005321) | 108,783 | 5,003 | 182 | 792 |

NOTES AND REMARKS

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

450 - Analysis Of Taxes

Page 63

| Line No | Kind Of Tax (A) | Amount (B) |
|------------|-----------------------------------|---------------|
| 1 | Other Than U.S. Government Taxes | 1,731 |
| | U.S. Government Taxes | |
| 2 | Income Taxes: Normal Tax & Surtax | (2,683) |
| 3 | : Excess Profits | |
| 4 | Total - Income Tax (L.2 + 3) | (2,683) |
| 5 | Railroad Retirement | 22,510 |
| 6 | Hospital Insurance | 1,464 |
| 7 | Supplemental Annuities | 1,675 |
| 8 | Unemployment Insurance | 2,355 |
| 9 | All Other U.S. Taxes | 0 |
| 10 | Total U.S. Government Taxes | 25,321 |
| 11 | Total Railway Taxes | 27,052 |

B. Adjustments To Federal Income Taxes

| Line No | Particulars (A) | Net Credits Beginning Of (charges) for Adjustments | | | End of Year Balance |
|------------|--|---|---------------------|-----|---------------------------|
| | | Year Bal. (B) | Current Year (C) | (D) | |
| 1 | Accelerated Depreciation Sec.167I.R.C. | | | | |
| 2 | Accelerated Amortization Sec.168I.R.C. | | | | |
| 3 | Accelerated Amortization Of Rolling Stk. | | | | |
| 4 | Amortization Of Rofw Sec.185I.R.C. | | | | |
| 5 | Other (Specify) | | | | |
| 6 | SFAS #96 Computation | | | | |
| 7 | Temporary Differences | 31,949 | (1,803) | | 30,146 |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | Investment Tax Credit* | | | | |
| 19 | Totals | 31,949 | (1,803) | 0 | 30,146 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Schedule 450 - Analysis Of Taxes - Continued

Page 64

| | |
|--|---------|
| 1 If Flow-Through Method Was Elected, Indicate Net Decrease(Increase) In Tax Accrual Because Of Investment Tax Credit | 0 |
| If Defferal Method For Inv. Tax Credit Was Elected: | |
| 1 Indicate Amount Of Cr. Utilized As A Refuction Of Tax Liability Current Yr. | 0 |
| 2 Deduct Amount Of Cur. Yr Credit Applied To Reduction Of Tax Liability | 0 |
| 3 Balance Of Current Yr Credit Used To Reduce Curreht Yr Tax Accrual | 0 |
| 4 Add Amount Of Prior Yr Def. Cr Being Amort. To Reduce Curr.Yr.Tax Accrual | 0 |
| 5 Total Dec. In Curr. Yr Tax Accrual Resulting From Use Of Inv. Tax Cr. | 0 |
| 2 Estimate Amount Of Future Earnings Which Can Be Realized Before Paying Federal Income Taxes Because Of Unused & Available Net Operating Loss Carryover On January 1 Of The Year Following That For Which The Report Is Made. | 109,459 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

460 - Items In Selected Income & Retained Earnings Accounts For The Year

Page 65

| Line No | Account No (A) | Item (B) | Debits (C) | Credits (D) |
|------------|----------------------|------------------------------------|---------------|----------------|
| 1 | 519 | Miscellaneous Income | | |
| 2 | | | | |
| 3 | | Profit From Sale of C&WI | | 2,330 |
| 4 | | Profit From Sale of Land | | 886 |
| 5 | | Equity - Domestic III | | 584 |
| 6 | | Other Small Items | | 1,168 |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | 551 | Miscellaneous Income Charges | | |
| 11 | | | | |
| 12 | | Commitment Fee On Revolving Credit | 60 | |
| 13 | | Standby Fee - Dwp | 20 | |
| 14 | | Other Small Items | 293 | |
| 15 | | | | |
| 16 | | | | |
| 17 | | | 373 | 4,968 |
| 18 | | | ===== | |
| 19 | | | | |
| 20 | | | | |

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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

| Line No. | Names of all parties principally and primarily liable (a) | Description (b) | Amount of contingent liability (c) | Sole or joint contingent liability (d) | Line No. |
|----------|--|--------------------|---------------------------------------|---|----------|
| 1 | | | | | 1 |
| 2 | | | | | 2 |
| 3 | | | | | 3 |
| 4 | | | | | 4 |
| 5 | | | | | 5 |
| 6 | | | | | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | | N I L | | | 9 |
| 10 | | | | | 10 |
| 11 | | | | | 11 |
| 12 | | | | | 12 |
| 13 | | | | | 13 |
| 14 | | | | | 14 |
| 15 | | | | | 15 |
| 16 | | | | | 16 |
| 17 | | | | | 17 |
| 18 | | | | | 18 |
| 19 | | | | | 19 |
| 20 | | | | | 20 |
| 21 | | | | | 21 |
| 22 | | | | | 22 |
| 23 | | | | | 23 |
| 24 | | | | | 24 |
| 25 | | | | | 25 |
| 26 | | | | | 26 |
| 27 | | | | | 27 |
| 28 | | | | | 28 |
| 29 | | | | | 29 |
| 30 | | | | | 30 |
| 31 | | | | | 31 |
| 32 | | | | | 32 |
| 33 | | | | | 33 |
| 34 | | | | | 34 |
| 35 | | | | | 35 |
| 36 | | | | | 36 |
| 37 | | | | | 37 |
| 38 | | | | | 38 |

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

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

| Line No. | Finance Docket number, title, maturity date and concise description of agreement or obligation (a) | Names of all guarantors and sureties (b) | Amount contingent liability of guarantors (c) | Sole or joint contingent liability (d) | Line No. |
|----------|---|---|--|---|----------|
| 1 | | | | | 1 |
| 2 | | | | | 2 |
| 3 | | | | | 3 |
| 4 | | | | | 4 |
| 5 | | | | | 5 |
| 6 | | | | | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | | | | | 9 |

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

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

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

Grand Trunk Western Railroad Company has available credit lines with three banks aggregating \$35 million.

At December 31, 1991 there was \$18.8 million in outstanding loans.

NOTES AND REMARKS

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

510-Separation Of Debtholdings Between Rd And Equipment

Page 69

Debt Outstanding At End Of Year

| Line No | Account No | Title | Source | Balance at Of Year |
|---------|-------------|--|------------------|--------------------|
| 1 | 751 | Loans & Notes Payable | SCH.200,L.30 | 18,800 |
| 2 | 764 | Equipment Obligations And Other | | |
| | | Long Term Debt Due Within One Year | SCH.200,L.39 | 3,720 |
| 3 | 765/767 | Funded Debt Unmatured | SCH.200,L.41 | 1,134 |
| 4 | 766 | Equipment Obligations | SCH.200,L.42 | 5,698 |
| 5 | 767 | Capitalized Lease Obligations | SCH.200,L.43 | 2,559 |
| | 768 | Debt In Default | SCH.200,L.44 | |
| 7 | 770.1/770.2 | Unamortized Debt Premium | SCH.200,L.46 | |
| 8 | | Total Debt | SUM L.1-7 | 31,911 |
| 9 | | Debt Directly Related To Rd Prop. | NOTE 1. | 116 |
| 10 | | Debt Directly Related To Equip. | NOTE 1. | 12,995 |
| 11 | | Total Debt Directly Related To Rd.& Eq. | SUM L.9 & 10 | 13,111 |
| 12 | | Percent Directly Related To Road | L.9/L.11 | 0.01 |
| 13 | | Percent Directly Related To Equipment | L.10/L.11(2DEC) | 0.99 |
| 14 | | Debt Not Directly Related To Rd Or Equip | L.8MINUS L.11 | 18,800 |
| 15 | | Road Property Debt | (L.12*L.14)+L.9 | 304 |
| 16 | | Equipment Debt | (L.13*L.14)+L.10 | 31,607 |

11. Interest Accrued During The Year:

| Line No | Account No | Title | Source | Balance |
|---------|------------|---|------------------|---------|
| 17 | 546-548 | Total Interest & Amortization(Fix Chges) | SCH.210,L.42 | 2,803 |
| 18 | 546 | Contigent Interest On Funded Debt | SCH.210,L.44 | |
| 19 | 517 | Release Of Premiums On Funded Debt | SCH.210,L.22 | |
| 20 | | Total Interest | LINES 17-19 | 2,803 |
| 21 | | Interest Affiliated Company Debt | NOTE 2 | |
| 22 | | Net Interest Expense | L.20 MINUS L.21 | 2,803 |
| 23 | | Interest Directly Related To Road Property Debt | NOTE 3 | 18 |
| 24 | | Interest Directly Related To Eq. Debt | NOTE 3 | 1,380 |
| 25 | | Interest Not Directly Related To Rd Or Eq Prop.Debt | L.22-(L.23+L.24) | 1,405 |
| 26 | | Interest Road Property Debt | L.23+(L.25*L.12) | 32 |
| 27 | | Interest Equipment Debt | L.24+(L.25*L.13) | 2,771 |

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

Note 2. Line 21 includes interest on debt in Account 769-Account Payable; Affiliated Companies.

Note 3. This interest relates to debt reported in Lines 9 and 10, respectively.

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

- (a) Lawful tariff charges for transportation services
 - (b) Payments to or from other carriers for interline services and interchange of equipment
 - (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported
 - (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.
2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"

(e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

Grand Trunk Western R.R.
Road Initials: GTW Year 1991

| 512 - Transactions Between Respondent & Companies Or Persons Affiliated With Respondent For Services Received Or Provi | | | | | | Page 72 |
|--|---|----------------------------|--------------------------------|------------------------------------|--------------------------------------|---------|
| Line No | Name Of Company Or Related Party With % Of Gross Income (A) | Nature Of Relationship (B) | Description Of Transaction (C) | Dollar Amounts Of Transactions (D) | Amt Due Fr Or To Related Parties (E) | |
| 1 | Central Vermont Rwy, Inc. | Common | Administrative Services | 366 | R | |
| 2 | Central Vermont Rwy, Inc. | Common | Lease Of Equipment | 854 | R | |
| 3 | Central Vermont Rwy, Inc. | Common | Sub-Lease Of Equipment | 906 | R | |
| 4 | | | | | | |
| 5 | Duluth, Winnipeg & Pacific Rwy | Common | Administrative Services | 784 | R | |
| 6 | Duluth, Winnipeg & Pacific Rwy | Common | Lease Of Equipment | 309 | R | |
| 7 | Duluth, Winnipeg & Pacific Rwy | Common | Sub-Lease Of Equipment | 712 | R | |
| 8 | | | | | | |
| 9 | Canadian National Rwy Co | Controlled | Insurance Premium | 9,170 | P | |
| 10 | Canadian National Rwy Co | Controlled | Lease Of Equipment | 139 | R | |
| 11 | Canadian National Rwy Co | Controlled | Insurance Proceeds | 55,550 | R | |
| 12 | Canadian National Rwy Co | Controlled | Sub-Lease of Equipment | 268 | R | |
| 13 | | | | | | |
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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

The returns in columns (b) and (c) should include tracks serving industries, such as mines, mills, smelters, factories, etc. Tracks belonging to an industry for which no rent is payable should not be included.

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

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

Class (2) includes each line, full title to which is in an inactive proprietary corporation of the respondent (i.e., one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rest in a corporation controlled by or controlling the respondent, *but in the case of any such inclusion, the facts of the relation to the respondent or 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 or 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 or 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

700. MILEAGE OPERATED AT CLOSE OF YEAR

| 700. MILEAGE OPERATED AT CLOSE OF YEAR | | | | | | | | | | |
|--|-------|--|---|----------------------------|--------------------------------|--|-------------------------------|--------------------------------|---------|----------|
| Line No. | Class | Proportion owned or leased by Respondent | Running tracks, passing tracks, cross-overs, etc. | | | | Miles of way switching tracks | Miles of yard switching tracks | TOTAL | Line No. |
| | | | Miles of road | Miles of second main track | Miles of all other main tracks | Miles of passing tracks, cross-overs, and turnouts | | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | |
| 1 | | | | | | | | | | 1 |
| 2 | 1 | 100% | 730.70 | 280.49 | | 162.74 | 99.68 | 573.50 | 1787.11 | 2 |
| 3 | | | | | | | | | | 3 |
| 4 | 1J | 50% | .15 | | | 1.09 | 7.74 | 1.64 | 10.62 | 4 |
| 5 | | | | | | | | | | 5 |
| 6 | 3R | Leased | 10.86 | | | .27 | 1.01 | | 12.14 | 6 |
| 7 | | | | | | | | | | 7 |
| 8 | 5 | Trackage Rights | 183.29 | 1.48 | 2.35 | 1.32 | 54.96 | 100.85 | 344.25 | 8 |
| 9 | | | | | | | | | | 9 |
| 10 | | | | | | | | | | 10 |
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| 56 | | | | | | | | | | 56 |
| 57 | | TOTAL | 925.00 | 281.97 | 2.35 | 105.42 | 163.39 | 675.99 | 2154.12 | 57 |
| 58 | | Miles of electrified road or track included in preceding grand total | N/A | | | | | | | 58 |

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

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h). Mileage should be reported to the nearest WHOLE mile adjusted to second with footings, i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one half mile.

| | | MILES OF ROAD OPERATED BY RESPONDENT | | | | | | | | | | | |
|----------|-------------|--------------------------------------|----------------|-----------------------------------|-------------------------------|---------------------------------------|---|----------------------------|--|--------------------------------------|----------|--|--|
| Line No. | Cross Check | State or territory (a) | Line owned (b) | Line of proprietary companies (c) | Line operated under lease (d) | Line operated under contract, etc (e) | Line operated under trackage rights (f) | Total mileage operated (g) | Line owned, not operated by respondent (h) | New line constructed during year (i) | Line No. | | |
| 1 | | | | | | | | | | | 1 | | |
| 2 | | Michigan | 510.25 | | 10.86 | | 25.83 | 546.94 | | | 2 | | |
| 3 | | | | | | | | | | | 3 | | |
| 4 | | Ohio | 123.80 | | | | 124.97 | 248.77 | | | 4 | | |
| 5 | | | | | | | | | | | 5 | | |
| 6 | | Indiana | 78.06 | | | | 1.43 | 79.49 | | | 6 | | |
| 7 | | | | | | | | | | | 7 | | |
| 8 | | Illinois | 18.74 | | | | 28.67 | 47.41 | | | 8 | | |
| 9 | | | | | | | | | | | 9 | | |
| 10 | | Ontario | - | | | | 2.39 | 2.39 | | | 10 | | |
| 11 | | | | | | | | | | | 11 | | |
| 12 | | | | | | | | | | | 12 | | |
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| 31 | | | | | | | | | | | 31 | | |
| 32 | | | | | | | | | | | 32 | | |
| | | TOTAL MILEAGE (single track) | | 730.85 | | 10.86 | | 183.29 | | 925.00 | | | |

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger train car data

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

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

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

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

9 Cross-checks

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

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

When data appear in columns (k) or (l) lines 16 thru 53 and 55, column (m) should have data on same lines

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

| Line No | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | Line No | | |
|---------|--|---|----------------------------------|----------------------------------|---|--|--|------------------------|------------------------|--|--|---------|----------------------|--|
| | | | Units installed | | | | | Owned and used (h) | Leased from others (i) | Total in service of respondent (col (h)&(i)) (j) | Aggregate capacity of units reported in col (j) (see ins. 7) (k) | | Leased to others (l) | |
| | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units including reclassification and second hand units purchased or leased from others (f) | | | | | | | | |
| 1 | Locomotive Units | | | | | | | | | | | | | |
| 1 | Diesel-freight units | 197 | | | | 52 | 14 | 93 | 142 | 235 | 504,150 (HP) | 31 | 1 | |
| 2 | Diesel passenger units | | | | | | | | | | | | 2 | |
| 3 | Diesel multiple purpose units | | | | | | | | | | | | 3 | |
| 4 | Diesel switching units | 52 | | | | | 27 | 25 | | 25 | 26,700 | | 4 | |
| 5 | TOTAL (lines 1 to 4) units | 249 | | | | 52 | 41 | 118 | 142 | 260 | 530,850 | 31 | 5 | |
| 6 | Electric locomotives | | | | | | | | | | | | 6 | |
| 7 | Other self-powered units | | | | | | | | | | | | 7 | |
| 8 | TOTAL (lines 5, 6 and 7) | 249 | | | | 52 | 41 | 118 | 142 | 260 | 530,850 | 31 | 8 | |
| 9 | Auxiliary units | | | | | | | | | | N/A | | 9 | |
| 10 | TOTAL LOCOMOTIVE UNITS (lines 8 and 9) | 249 | | | | 52 | 41 | 118 | 142 | 260 | N/A | 31 | 10 | |

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

| UNITED STATES DEPARTMENT OF COMMERCE BUREAU OF ECONOMIC ANALYSIS COMPARATIVE DATA FOR THE WORLD | | | | | | | | | | | | | | |
|---|--|-------------|-------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------|--|--|--|--|-----------|---------|
| Line No | Type or design of units (a) | Cross Check | Before 1/1/70 (b) | Between 1/01/70 and 12/31/74 (c) | Between 1/01/75 and 12/31/79 (d) | Between 1/01/80 and 12/31/84 (e) | Between 1/01/85 and 12/31/89 (f) | During Calendar Year | | | | | TOTAL (g) | Line No |
| | | | | 1990 (g) | 1991 (h) | 1992 (i) | 1993 (j) | 1994 (k) | | | | | | |
| 11 | Diesel | • | 117 | 84 | 51 | 8 | | | | | | | 260 | 11 |
| 12 | Electric | • | | | | | | | | | | | | 12 |
| 13 | Other self powered units | • | | | | | | | | | | | | 13 |
| 14 | TOTAL (lines 11 to 13) | • | 117 | 84 | 51 | 8 | | | | | | | 260 | 14 |
| 15 | Auxiliary units | • | | | | | | | | | | | | 15 |
| 16 | TOTAL LOCOMOTIVE UNITS (lines 14 and 15) | • | 117 | 84 | 51 | 8 | | | | | | | N/A | 16 |

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

| Line No | Cross Check | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | Line No |
|---------|-------------|---|---|----------------------------------|----------------------------------|---|--|--|------------------------|--|---|----------------------|---------|
| | | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rewritten into property accounts (e) | All other units including reclassified and second hand units purchased or leased from others (f) | | Leased from others (h) | Total in service of respondent (col (h)&(i)) | Aggregate capacity of units reported in col (j) (see ins 7) | Leased to others (l) | |
| 17 | | PASSENGER TRAIN CARS Non Self Propelled Coaches (PA, PB, PBO) | | | | | | | | | | | 17 |
| 18 | | Combined cars [All class C, except CSB] | | | | | | | | | | | 18 |
| 19 | | Parlor cars (PBC, PC, PL, PO) | | | | | | | | | | | 19 |
| 20 | | Sleeping cars (PS, PT, PAS, PUS Dining, grill and tavern cars [All class D, PD]) | | | | | | | | | | | 20 |
| 21 | | Non passenger carrying cars [All class B, CSB, M, PSA, IA] TOTAL (lines 17 to 22) | | | | | | | | | N/A | | 21 |
| 22 | | Self Propelled Electric passenger cars [EP, ET] | | | | | | | | | N/A | | 22 |
| 23 | | Electric combined cars [EC] | | | | | | | | | | | 23 |
| 24 | | Internal combustion rail motor cars [ED, EG] | | | | | | | | | | | 24 |
| 25 | | Other self propelled cars (Specify types) | | | | | | | | | | | 25 |
| 26 | | TOTAL (lines 24 to 27) | | | | | | | | | | | 26 |
| 27 | | COMPANY SERVICE CARS Business cars [PV] | | | | | | | | | | | 27 |
| 28 | | Board outfit cars [MWX] | 4 | | | | | | | | N/A | | 28 |
| 29 | | Demolition and snow removal cars [MWU, MWV, MWV, MWK] | 18 | | | | | | | | N/A | | 29 |
| 30 | | Dump and ballast cars [MWB, MWD] | 199 | | | | | | | | N/A | | 30 |
| 31 | | Other maintenance and service equipment cars | 270 | | | | | | | | N/A | | 31 |
| 32 | | TOTAL (lines 30 to 34) | 491 | | | | 60 | 50 | 209 | | N/A | | 32 |
| 33 | | | | | | | | 2 | 268 | | N/A | 3 | 33 |
| 34 | | | | | | | | 52 | 499 | | N/A | 3 | 34 |
| 35 | | | | | | | | | | | | | 35 |

710. INVENTORY OF EQUIPMENT — Continued

Instructions for reporting freight-train car data.

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

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

| Line No. | Cross Check | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|--|---|------------|------------------------------|---|---|---|----------|
| | | | Time-mileage cars | All others | Units installed | | | | |
| | | | | | New units purchased or built | New or rebuilt units leased from others | Rebuilt units acquired and rebuilt units rewritten into property accounts | All other units, including reclassification and second hand units purchased or leased from others | |
| | | (a) | (b) | (c) | (d) | (e) | (f) | (g) | |
| | | FREIGHT TRAIN CARS | | | | | | | |
| 36 | | Plain box cars - 40' (B1__ B2__) | 3 | | | | | | 36 |
| 37 | | Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__ B6__ B7__ B8__) | 161 | | | | | 1 | 37 |
| 38 | | Equipped box cars (All Code A, Except A_5_) | 3,397 | | | | | 146 | 38 |
| 39 | | Plain gondola cars (All Codes G & J__1, J__2, J__3, J__4) | 831 | | | | | 4 | 39 |
| 40 | | Equipped gondola cars (All Code E) | 313 | | | | | 6 | 40 |
| 41 | | Covered hopper cars (C__1, C__2, C__3, C__4) | 614 | | | | | 40 | 41 |
| 42 | | Open top hopper cars—general service (All Code H) | 2 | | | | | | 42 |
| 43 | | Open top hopper cars—special service (J__Q, and All Code K) | | | | | | | 43 |
| 44 | | Refrigerator cars—mechanical (R_5_, R_6_, R_7_, R_8_, R_9_) | | | | | | | 44 |
| 45 | | Refrigerator cars—non-mechanical (R_0_, R_1_, R_2_) | 36 | | | | | | 45 |
| 46 | | Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8__) | 217 | | | | | | 46 |
| 47 | | Flat cars—multi-level (All Code V) | 803 | | | | | 1 | 47 |
| 48 | | Flat cars—general service (F10_, F20_, F30_) | 52 | | | | | 5 | 48 |
| 49 | | Flat cars—other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_9_, F40_) | 151 | | | | | 1 | 49 |
| 50 | | Tank cars—under 22,000 gallons (T__0, T__1, T__2, T__3, T__4, T__5, Except T000) | | | | | | | 50 |
| 51 | | Tank cars—22,000 gallons and over (T__6, T__7, T__8, T__9) | 4 | | | | | | 51 |
| 52 | | All other freight cars (A_5_, F___, All Code L and Q8__) | | | | | | | 52 |
| 53 | | TOTAL (lines 36 to 52) | 6,584 | | | | | 204 | 53 |
| 54 | | Caboose (All Code M-930) | N/A | 106 | | | | 3 | 54 |
| 55 | | TOTAL (lines 53, 54) | 6,584 | 106 | | | | 207 | 55 |

716. INVENTORY OF EQUIPMENT - Continued

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

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

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

| Line No. | Cross Check | Changes during year (concluded) | Units at close of year | | | | | | Line No. |
|----------|-------------|--|------------------------|--------------------|---|-----------|---|------------------|----------|
| | | Units retired from service of respondent whether owned or leased, including reclassification | Owned and used | Leased from others | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) | Leased to others | |
| | | | | | Time-mileage cars | All other | | | |
| | | (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 36 | | | 3 | | 3 | | 165 | | 36 |
| 37 | | 44 | 118 | | 118 | | 9,096 | | 37 |
| 38 | | 176 | 2,398 | 969 | 3,367 | | 242,326 | 390 | 38 |
| 39 | | 108 | 34 | 693 | 727 | | 68,090 | | 39 |
| 40 | | | 164 | 155 | 319 | | 30,917 | | 40 |
| 41 | | 55 | 485 | 114 | 599 | | 58,830 | | 41 |
| 42 | | | 2 | | 2 | | 154 | | 42 |
| 43 | | | | | | | | | 43 |
| 44 | | | | | | | | | 44 |
| 45 | | 36 | | | | | | | 45 |
| 46 | | 3 | 57 | 157 | 214 | | 15,095 | | 46 |
| 47 | | 43 | 411 | 350 | 761 | | 36,197 | 40 | 47 |
| 48 | | | 56 | 1 | 57 | | 4,338 | | 48 |
| 49 | | 2 | 108 | 42 | 150 | | 10,753 | 39 | 49 |
| 50 | | | | | | | | | 50 |
| 51 | | | | 4 | 4 | | 306 | | 51 |
| 52 | | | | | | | | | 52 |
| 53 | | 467 | 3,836 | 2,485 | 6,321 | | 476,267 | 469 | 53 |
| 54 | | 8 | 101 | | N/A | 101 | N/A | 4 | 54 |
| 55 | | 475 | 3,937 | 2,485 | 6,321 | 101 | 476,267 | 473 | 55 |

710. INVENTORY OF EQUIPMENT — Continued

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

| Line: No. | Cross Check | Class of equipment and car designations (a) | Units in service of respon- dent at beginning of year | | Changes during the year | | | | Line: No. |
|---------------------------|----------------|---|--|-----------------------|---|--|--|---|--------------|
| | | | Per diem (b) | All others (c) | Units installed | | | | |
| | | | | | New units purchased or built (d) | New units leased from others (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, including reclassi- fication and sec- ond hand units purchased or leased from others (g) | |
| FLOATING EQUIPMENT | | | | | | | | | |
| 56 | | Self-propelled vessels [Tugboats, car ferries, etc.] | N/A | | | | | | 56 |
| 57 | | Non-self-propelled vessels [Car floats, lighters, etc.] | N/A | | | | | | 57 |
| 58 | | TOTAL (lines 56 and 57) | N/A | | | | | | 58 |
| HIGHWAY REVENUE EQUIPMENT | | | | | | | | | |
| 59 | | Chassis Z1__ Z67__ Z68__ Z69__ | | | | | | | 59 |
| 60 | | Dry van U2__ Z__ Z6__ 1-6 | | | | | | | 60 |
| 61 | | Flat bed U3__ Z3__ | | | | | | | 61 |
| 62 | | Open bed U4__ Z4__ | | | | | | | 62 |
| 63 | | Mechanical refrigerator U5__ Z5__ | | | | | | | 63 |
| 64 | | Bulk hopper U0__ Z0__ | | | | | | | 64 |
| 65 | | Insulated U7__ Z7__ | | | | | | | 65 |
| 66 | | Tank U0__ U6__ | | | | | | | 66 |
| 67 | | Other trailer and container (Special equipped dry van U9__ Z8__ Z9__) | | | | | | | 67 |
| 68 | | Tractor | | | | | | | 68 |
| 69 | | Truck | | | | | | | 69 |
| 70 | | TOTAL (lines 59 to 69) | | | | | | | 70 |

NOTES AND REMARKS

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

716. INVENTORY OF EQUIPMENT - Concluded

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

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

NOTES AND REMARKS

7108. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

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

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

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

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

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

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

NEW UNITS

| Line No. | Class of equipment (a) | Number of units (b) | Total weight (tons) (c) | Total cost (d) | Method of acquisition (see instructions) (e) | Line No. |
|---------------|---------------------------|------------------------|----------------------------|-------------------|--|----------|
| 1 | | | | | | 1 |
| 2 | | | | | | 2 |
| 3 | | | | | | 3 |
| 4 | | | | | | 4 |
| 5 | | | | | | 5 |
| 6 | | | | | | 6 |
| 7 | | | | | | 7 |
| 8 | | | | | | 8 |
| 9 | | | | | | 9 |
| 10 | | | | | | 10 |
| 11 | | | | | | 11 |
| 12 | | | | | | 12 |
| 13 | | | | | | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | | | | | | 19 |
| 20 | | | | | | 20 |
| 21 | | | | | | 21 |
| 22 | | | | | | 22 |
| 23 | | | | | | 23 |
| 24 | | | | | | 24 |
| 25 | TOTAL | | N/A | | N/A | 25 |
| REBUILT UNITS | | | | | | |
| 26 | | | | | | 26 |
| 27 | | | | | | 27 |
| 28 | | | | | | 28 |
| 29 | | | | | | 29 |
| 30 | | | | | | 30 |
| 31 | | | | | | 31 |
| 32 | | | | | | 32 |
| 33 | | | | | | 33 |
| 34 | | | | | | 34 |
| 35 | | | | | | 35 |
| 36 | | | | | | 36 |
| 37 | | | | | | 37 |
| 38 | TOTAL | | N/A | | N/A | 38 |
| 39 | GRAND TOTAL | | N/A | | N/A | 39 |

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

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

Track category:

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

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

2 This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others)

3 If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year

4 Traffic density related to passenger service shall not be included in the determination of the track category of a line segment

720. TRACK AND TRAFFIC CONDITIONS

1 Disclose the requested information pertaining to track and traffic conditions

| Line No. | Track category (a) | Mileage of tracks at end of period (whole numbers) (b) | Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c) | Average running speed limit (use two decimal places) (d) | Track miles under slow orders at end of period (e) | Line No. |
|----------|------------------------|--|--|--|--|----------|
| 1 | A | - | - | - | - | 1 |
| 2 | B | 985 | 13.21 | 41.27 | 50.1 | 2 |
| 3 | C | 19 | 1.45 | 21.17 | - | 3 |
| 4 | D | 115 | .53 | 32.12 | 16.2 | 4 |
| 5 | E | 691 | XXXXXXX | XXXXX | XXXXX | 5 |
| 6 | TOTAL | 1,810 | 7.24 | 39.72 | | 6 |
| 7 | F | 229 | XXXXXXXXX | XXXXX | | 7 |
| 8 | Potential abandonments | 0 | 0 | 0 | 0.0 | 8 |

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

721 TIES LAID IN REPLACEMENT

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

| Line No | Track category (a) | Number of crossties laid in replacement | | | | | | | | Switch and bridge ties (board feet) (j) | Crossties switch and bridge ties Percent of spot maintenance (k) | Line No |
|---------|------------------------|---|---------------|--------------|-----------|------------------|---------------|-----------|--------|---|--|---------|
| | | New ties | | | | Second hand ties | | | | | | |
| | | Wooden | | Concrete (d) | Other (e) | Wooden | | Other (h) | | | | |
| | | Treated (b) | Untreated (c) | | | Treated (f) | Untreated (g) | | | | | |
| 1 | A | | | | | | | | | | | 1 |
| 2 | B | 25,899 | | | | | | | 25,899 | 92,078 | 22% | 2 |
| 3 | C | 14,316 | | | | | | | 14,316 | 18,296 | 11% | 3 |
| 4 | D | 580 | | | | | | | 580 | | 100% | 4 |
| 5 | E | 23,352 | | | | | | | 23,352 | 221,660 | 50% | 5 |
| 6 | TOTAL | 64,147 | | | | | | | 64,147 | 332,034 | 30% | 6 |
| 7 | F | | | | | | | | | | | 7 |
| 8 | Potential abandonments | | | | | | | | | | | 8 |

9. Average cost per crosstie \$ 20.15 and switch (NBN) \$ 517.00

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

(Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year
In column (a) classify the ties as follows

U — Wooden ties untreated when applied
T — Wooden ties treated before application

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

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

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

| Line No | Class of ties (a) | CROSSTIES | | | SWITCH AND BRIDGE TIES | | | Remarks (h) | Line No |
|---------|--|----------------------------------|--------------------------|--|---|---|---|-------------|---------|
| | | Total number of ties applied (b) | Average cost per tie (c) | Total cost of 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 | | | | | | | | | 1 |
| 2 | | | | | | | | | 2 |
| 3 | | | | | | | | | 3 |
| 4 | | | | | | | | | 4 |
| 5 | | | | | | | | | 5 |
| 6 | | | | | | | | | 6 |
| 7 | | | | | | | | | 7 |
| 8 | | | | NTL | | | | | 8 |
| 9 | | | | | | | | | 9 |
| 10 | | | | | | | | | 10 |
| 11 | | | | | | | | | 11 |
| 12 | | | | | | | | | 12 |
| 13 | | | | | | | | | 13 |
| 14 | | | | | | | | | 14 |
| 15 | | | | | | | | | 15 |
| 16 | | | | | | | | | 16 |
| 17 | | | | | | | | | 17 |
| 18 | | | | | | | | | 18 |
| 19 | | | | | | | | | 19 |
| 20 | TOTAL | | | | | | | | 20 |
| 21 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid | | | | | | | | 21 |
| 22 | Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid | | | | | | | | 22 |

723. RAILS LAID IN REPLACEMENT

1 Furnish the requested information concerning rails laid in replacement

2 The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.

3 In No 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid 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 of train service in connection with the distribution of rails should not be included in this schedule.

| Line No | Track category (a) | Miles of rail laid in replacement (rail miles) | | | | Total | | Percent of spot maintenance (h) | Line No |
|---------|--|--|-----------------|-----------------|-----------------|-----------------|-----------------|---------------------------------|---------|
| | | New rail | | Relay rail | | Welded rail (f) | Bolted rail (g) | | |
| | | Welded rail (b) | Bolted rail (c) | Welded rail (d) | Bolted rail (e) | | | | |
| 1 | A | | | | | | | | 1 |
| 2 | B | | | 12.4 | | 12.4 | | | 2 |
| 3 | C | | | | | | | | 3 |
| 4 | D | | | | | | | | 4 |
| 5 | E | | | | | | | | 5 |
| 6 | TOTAL | | | 12.4 | | 12.4 | | | 6 |
| 7 | F | | | | | | | | 7 |
| 8 | Potential Abandonments | | | | | | | | 8 |
| 9 | Average cost of new and relay rail laid in replacement per gross ton \$ 460.00 — New \$ 125.00 — relay | | | | | | | | 9 |

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS (Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.

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

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

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

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

| Line No. | Class of rail | RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC. | | | | RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS | | | | Line No. |
|----------|---|---|---------------------------|--|---------------------------------|---|---------------------------|---|---------------------------------|----------|
| | | Weight of rail | | Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year | Average cost per ton (2,000 lb) | Weight of rail | | Total cost of rail applied in yard, station, team, industry, and other switching tracks during year | Average cost per ton (2,000 lb) | |
| | | Pounds per yard of rail | Number of tons (2,000 lb) | | | Pounds per yard of rail | Number of tons (2,000 lb) | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | |
| 1 | | | | | | | | | | 1 |
| 2 | | | | | | | | | | 2 |
| 3 | | | | | | | | | | 3 |
| 4 | | | | | | | | | | 4 |
| 5 | | | | | | | | | | 5 |
| 6 | | | | | | | | | | 6 |
| 7 | | | | | | | | | | 7 |
| 8 | | | | | | | | | | 8 |
| 9 | | | | | | | | | | 9 |
| 10 | | | | | | | | | | 10 |
| 11 | | | | NIL | | | | | | 11 |
| 12 | | | | | | | | | | 12 |
| 13 | | | | | | | | | | 13 |
| 14 | | | | | | | | | | 14 |
| 15 | | | | | | | | | | 15 |
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| 22 | | | | | | | | | | 22 |
| 23 | | | | | | | | | | 23 |
| 24 | | | | | | | | | | 24 |
| 25 | | | | | | | | | | 25 |
| 26 | | | | | | | | | | 26 |
| 27 | | | | | | | | | | 27 |
| 28 | | | | | | | | | | 28 |
| 29 | | | | | | | | | | 29 |
| 30 | | | | | | | | | | 30 |
| 31 | | | | | | | | | | 31 |
| 32 | | | | | | | | | | 32 |
| 33 | TOTAL | N/A | | | | N/A | | | | 33 |
| 34 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid | | | | | | | | | 34 |
| 35 | Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid | | | | | | | | | 35 |
| 36 | Track-miles of welded rail installed on system this year _____ total to date _____ | | | | | | | | | 36 |

725. WEIGHT OF RAIL

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

| Line No. | Weight of rails per yard (a) | Line-haul companies (miles of main track) (b) | Switching and terminal companies (miles of all tracks) (c) | Remarks (d) | Line No. |
|----------|------------------------------|---|--|---------------------|----------|
| | Pounds | | | | |
| 1 | | | | | 1 |
| 2 | | | | | 2 |
| 3 | 90 | | 2.45 | | 3 |
| 4 | | | | | 4 |
| 5 | 100 | | 86.40 | | 5 |
| 6 | | | | | 6 |
| 7 | 112 | | 81.61 | | 7 |
| 8 | | | | | 8 |
| 9 | 115 | | 667.42 | | 9 |
| 10 | | | | | 10 |
| 11 | 130 | | 25.72 | | 11 |
| 12 | | | | | 12 |
| 13 | 132 | | 157.80 | | 13 |
| 14 | | | | | 14 |
| 15 | 155 | | .80 | | 15 |
| 16 | | | | | 16 |
| 17 | | | | | 17 |
| 18 | | | | | 18 |
| 19 | | | | | 19 |
| 20 | | | | | 20 |
| 21 | | | | | 21 |
| 22 | TOTAL | | 1022.20 | | 22 |
| 23 | | | | | 23 |
| 24 | | | | FIRST & SECOND MAIN | 24 |
| 25 | | | | MINUS CLASS 5 | 25 |
| 26 | | | | | 26 |
| 27 | | | | | 27 |
| 28 | | | | | 28 |
| 29 | | | | | 29 |
| 30 | | | | | 30 |
| 31 | | | | | 31 |
| 32 | | | | | 32 |
| 33 | | | | | 33 |
| 34 | | | | | 34 |
| 35 | | | | | 35 |
| 36 | | | | | 36 |
| 37 | | | | | 37 |
| 38 | | | | | 38 |
| 39 | | | | | 39 |
| 40 | | | | | 40 |
| 41 | | | | | 41 |
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| 45 | | | | | 45 |
| 46 | | | | | 46 |
| 47 | | | | | 47 |
| 48 | | | | | 48 |

726. SUMMARY OF TRACK REPLACEMENTS

1 Furnish the requested information concerning the summary of track replacements.

2 In columns (d), (e), (g), and (j) give the percentage of replacements in units of property in each track category at year end.

| Line No | Track category (a) | Ties | | | | | Rail | | Ballast | Track surfacing | | Line No |
|---------|---------------------------|-------------------------|--|------------------|--|------|---|-----------------------------|---------|---------------------------|-----------------------------|---------|
| | | Number of ties replaced | | Percent replaced | | | Miles of rail replaced (rail-miles) (f) | Percent replaced (g) | | Miles surfaced (i) | Percent surfaced (j) | |
| | | Crossties (b) | Switch and bridge ties (board feet) (c) | Crossties (d) | Switch and bridge ties (board feet) (e) | | | | | | | |
| 1 | A | | | | | | | | | | | 1 |
| 2 | B | 25,899 | 92,078 | | | 12.4 | .007 | 104,660 | 516.8 | 35% | | 2 |
| 3 | C | 14,316 | 18,296 | | | | | | | | | 3 |
| 4 | D | 580 | | | | | | | | | | 4 |
| 5 | E | 23,352 | 221,660 | | | | | | | | | 5 |
| 6 | TOTAL | 64,147 | 332,034 | .01 | 3% | 12.4 | .007 | 104,660 | 516.8 | 29% | | 6 |
| 7 | F | | | | | | | | | | | 7 |
| 8 | Potential abandonments | | | | | | | | | | | 8 |

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

| Line No | Kind of locomotive service (a) | Diesel oil (gallons) (b) | Line No |
|---------|--------------------------------|--------------------------|---------|
| 1 | Freight | 22,336,818 | 1 |
| 2 | Passenger | | 2 |
| 3 | Yard switching | 1,745,856 | 3 |
| 4 | TOTAL | 24,082,674 | 4 |
| 5 | COST OF FUEL, \$ (100) | 16,907 | 5 |
| 6 | Work Train | 21,120 | 6 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755-CONCLUDED

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

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

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

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

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

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

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

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

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Page 94

755 - RAILROAD OPERATING STATISTICS

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|------------|---|-------------------------|---------------------------|------------|
| 1 | 1. Miles of Road Operated (A) | 925 | | 1 |
| | 2. Train Miles - Running (B) | XXXXXXXXXX | XXXXXXXXXX | |
| 2 | 2-01 Unit Trains | 176,291 | XXXXXXXXXX | 2 |
| 3 | 2-02 Way Trains | 311,934 | XXXXXXXXXX | 3 |
| 4 | 2-03 Through Trains | 3,059,915 | | 4 |
| 5 | 2-04 TOTAL TRAIN MILES (lines 2-4) | 3,548,140 | | 5 |
| 6 | 2-05 Motorcars (C) | | | 6 |
| 7 | 2-06 TOTAL, ALL TRAINS (lines 5,6) | 3,548,140 | | 7 |
| | 3. Locomotive Unit Miles (D) | XXXXXXXXXX | XXXXXXXXXX | |
| | Road Service (E) | XXXXXXXXXX | XXXXXXXXXX | |
| 8 | 3-01 Unit Trains | 441,437 | XXXXXXXXXX | 8 |
| 9 | 3-02 Way Trains | 471,898 | XXXXXXXXXX | 9 |
| 10 | 3-03 Through Trains | 7,471,328 | | 10 |
| 11 | 3-04 TOTAL (lines 8-10) | 8,384,663 | | 11 |
| 12 | 3-11 Train Switching (F) | 288,144 | XXXXXXXXXX | 12 |
| 13 | 3-21 Yard Switching (G) | 1,489,626 | | 13 |
| 14 | 3-31 TOTAL ALL SERVICE (lines 11,12,13) | 10,162,433 | | 14 |
| | 4. Freight Car-Miles (thousands) (H) | XXXXXXXXXX | XXXXXXXXXX | |
| | 4-01 RR Owned and Leased Cars - Loaded | XXXXXXXXXX | XXXXXXXXXX | |
| 15 | 4-010 Box-Plain 40-Foot | 1 | XXXXXXXXXX | 15 |
| 16 | 4-011 Box-Plain 50-Foot and Longer | 4,172 | XXXXXXXXXX | 16 |
| 17 | 4-012 Box-Equipped | 24,590 | XXXXXXXXXX | 17 |
| 18 | 4-013 Gondola-Plain | 2,392 | XXXXXXXXXX | 18 |
| 19 | 4-014 Gondola-Equipped | 1,676 | XXXXXXXXXX | 19 |
| 20 | 4-015 Hopper-Covered | 5,134 | XXXXXXXXXX | 20 |
| 21 | 4-016 Hopper-Open Top-General Service | 4,997 | XXXXXXXXXX | 21 |
| 22 | 4-017 Hopper-Open Top-Special Service | 0 | XXXXXXXXXX | 22 |
| 23 | 4-018 Refrigerator-Mechanical | 698 | XXXXXXXXXX | 23 |
| 24 | 4-019 Refrigerator-Non-Mechanical | 1,004 | XXXXXXXXXX | 24 |
| 25 | 4-020 Flat-TOFC/COFC | 1,068 | XXXXXXXXXX | 25 |
| 26 | 4-021 Flat-Multi-Level | 4,342 | XXXXXXXXXX | 26 |
| 27 | 4-022 Flat-General Service | 48 | XXXXXXXXXX | 27 |
| 28 | 4-023 Flat-All Other | 2,333 | XXXXXXXXXX | 28 |
| 29 | 4-024 All Other Car Types-Total | 46 | XXXXXXXXXX | 29 |
| 30 | 4-025 TOTAL (lines 15-29) | 52,501 | XXXXXXXXXX | 30 |

Amended Page

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Page 94

755 - RAILROAD OPERATING STATISTICS

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|---------|---|-------------------|---------------------|---------|
| 1 | 1. Miles of Road Operated (A) | 925 | | 1 |
| | 2. Train Miles - Running (B) | xxxxxxxxxx | xxxxxxxxxx | |
| 2 | 2-01 Unit Trains | 176,291 | xxxxxxxxxx | 2 |
| 3 | 2-02 Way Trains | 311,934 | xxxxxxxxxx | 3 |
| 4 | 2-03 Through Trains | 3,059,915 | | 4 |
| 5 | 2-04 TOTAL TRAIN MILES (lines 2-4) | 3,548,140 | | 5 |
| 6 | 2-05 Motorcars (C) | | | 6 |
| 7 | 2-06 TOTAL, ALL TRAINS (lines 5,6) | 3,548,140 | | 7 |
| | 3. Locomotive Unit Miles (D) | xxxxxxxxxx | xxxxxxxxxx | |
| | Road Service (E) | xxxxxxxxxx | xxxxxxxxxx | |
| 8 | 3-01 Unit Trains | 441,437 | xxxxxxxxxx | 8 |
| 9 | 3-02 Way Trains | 471,898 | xxxxxxxxxx | 9 |
| 10 | 3-03 Through Trains | 7,471,328 | | 10 |
| 11 | 3-04 TOTAL (lines 8-10) | 8,384,663 | | 11 |
| 12 | 3-11 Train Switching (F) | 288,144 | xxxxxxxxxx | 12 |
| 13 | 3-21 Yard Switching (G) | 1,489,626 | | 13 |
| 14 | 3-31 TOTAL ALL SERVICE (lines 11,12,13) | 10,162,433 | | 14 |
| | 4. Freight Car-Miles (thousands) (H) | xxxxxxxxxx | xxxxxxxxxx | |
| | 4-01 RR Owned and Leased Cars - Loaded | xxxxxxxxxx | xxxxxxxxxx | |
| 15 | 4-010 Box-Plain 40-Foot | 1 | xxxxxxxxxx | 15 |
| 16 | 4-011 Box-Plain 50-Foot and Longer | 4,172 | xxxxxxxxxx | 16 |
| 17 | 4-012 Box-Equipped | 24,590 | xxxxxxxxxx | 17 |
| 18 | 4-013 Gondola-Plain | 2,392 | xxxxxxxxxx | 18 |
| 19 | 4-014 Gondola-Equipped | 1,676 | xxxxxxxxxx | 19 |
| 20 | 4-015 Hopper-Covered | 5,134 | xxxxxxxxxx | 20 |
| 21 | 4-016 Hopper-Open Top-General Service | 2,863 | xxxxxxxxxx | 21 |
| 22 | 4-017 Hopper-Open Top-Special Service | 0 | xxxxxxxxxx | 22 |
| 23 | 4-018 Refrigerator-Mechanical | 698 | xxxxxxxxxx | 23 |
| 24 | 4-019 Refrigerator-Non-Mechanical | 1,004 | xxxxxxxxxx | 24 |
| 25 | 4-020 Flat-TOFC/COFC | 1,068 | xxxxxxxxxx | 25 |
| 26 | 4-021 Flat-Multi-Level | 4,342 | xxxxxxxxxx | 26 |
| 27 | 4-022 Flat-General Service | 48 | xxxxxxxxxx | 27 |
| 28 | 4-023 Flat-All Other | 2,333 | xxxxxxxxxx | 28 |
| 29 | 4-024 All Other Car Types-Total | 46 | xxxxxxxxxx | 29 |
| 30 | 4-025 TOTAL (lines 15-29) | 50,367 | xxxxxxxxxx | 30 |

Overall page

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Page 96

755 - RAILROAD OPERATING STATISTICS

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|------------|---|----------------------------------|---------------------------|------------|
| | 4-15 Private Line Cars-Empty (H) | xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 65 | 4-150 Box-Plain 40-Foot | | xxxxxxxxxxxxxxxx | 65 |
| 66 | 4-151 Box-Plain 50-Foot and Longer | 794 | xxxxxxxxxxxxxxxx | 66 |
| 67 | 4-152 Box-Equipped | 43 | xxxxxxxxxxxxxxxx | 67 |
| 68 | 4-153 Gondola-Plain | 4,001 | xxxxxxxxxxxxxxxx | 68 |
| 69 | 4-154 Gondola-Equipped | 858 | xxxxxxxxxxxxxxxx | 69 |
| 70 | 4-155 Hopper-Covered | 2,180 | xxxxxxxxxxxxxxxx | 70 |
| 71 | 4-156 Hopper-Open Top-General Service | 158 | xxxxxxxxxxxxxxxx | 71 |
| 72 | 4-157 Hopper-Open Top-Special Service | 16 | xxxxxxxxxxxxxxxx | 72 |
| 73 | 4-158 Refrigerator-Mechanical | 2 | xxxxxxxxxxxxxxxx | 73 |
| 74 | 4-159 Refrigerator-Non-Mechanical | 63 | xxxxxxxxxxxxxxxx | 74 |
| 75 | 4-160 Flat-TOFC/COFC | 450 | xxxxxxxxxxxxxxxx | 75 |
| 76 | 4-161 Flat-Multi-Level | 15,014 | xxxxxxxxxxxxxxxx | 76 |
| 77 | 4-162 Flat-General Service | 1 | xxxxxxxxxxxxxxxx | 77 |
| 78 | 4-163 Flat-All Other | 1,844 | xxxxxxxxxxxxxxxx | 78 |
| 79 | 4-164 Tank-Under 22,000 Gallons | 3,088 | xxxxxxxxxxxxxxxx | 79 |
| 80 | 4-165 Tank-22,000 Gallons and Over | 3,837 | xxxxxxxxxxxxxxxx | 80 |
| 81 | 4-166 All Other Car Types | 5 | xxxxxxxxxxxxxxxx | 81 |
| 82 | 4-167 TOTAL (lines 65-81) | 32,354 | xxxxxxxxxxxxxxxx | 82 |
| 83 | 4-17 Work Equipment and Company Freight Car Miles | 1,902 | xxxxxxxxxxxxxxxx | 83 |
| 84 | 4-18 No Payment Car-Miles (I) | 14,949 | xxxxxxxxxxxxxxxx | 84 |
| | 4-19 Total Car-Miles by Train Type (Note) | xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 85 | 4-191 Unit Trains | 14,949 | xxxxxxxxxxxxxxxx | 85 |
| 86 | 4-192 Way Trains | 6,292 | xxxxxxxxxxxxxxxx | 86 |
| 87 | 4-193 Through Trains | 161,902 | xxxxxxxxxxxxxxxx | 87 |
| 88 | 4-194 TOTAL (lines 85-87) | 183,143 | xxxxxxxxxxxxxxxx | 88 |
| 89 | 4-20 Caboose Miles | 1,004 | xxxxxxxxxxxxxxxx | 89 |

1. Total number of loaded miles 7,113 and empty miles 7,836 by roadrailer reported above.

Note: Total car miles should include no payment and work equipment car miles lines 83 & 84.

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Amesl Page

755 - RAILROAD OPERATING STATISTICS

Page 95

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|------------|---------------------------------------|------------------------------|---------------------------|------------|
| | 4-11 RR Owned and Leased Cars-Empty | xxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 31 | 4-110 Box-Plain 40-Foot | 1 | xxxxxxxxxxxxxxxx | 31 |
| 32 | 4-111 Box-Plain 50-Foot and Longer | 3,514 | xxxxxxxxxxxxxxxx | 32 |
| 33 | 4-112 Box-Equipped | 16,315 | xxxxxxxxxxxxxxxx | 33 |
| 34 | 4-113 Gondola-Plain | 2,053 | xxxxxxxxxxxxxxxx | 34 |
| 35 | 4-114 Gondola-Equipped | 1,571 | xxxxxxxxxxxxxxxx | 35 |
| 36 | 4-115 Hopper-Covered | 5,613 | xxxxxxxxxxxxxxxx | 36 |
| 37 | 4-116 Hopper-Open Top-General Service | 2,246 | xxxxxxxxxxxxxxxx | 37 |
| 38 | 4-117 Hopper-Open Top-Special Service | 4 | xxxxxxxxxxxxxxxx | 38 |
| 39 | 4-118 Refrigerator-Mechanical | 573 | xxxxxxxxxxxxxxxx | 39 |
| 40 | 4-119 Refrigerator-Non-Mechanical | 564 | xxxxxxxxxxxxxxxx | 40 |
| 41 | 4-120 Flat-TOFC/COFC | 410 | xxxxxxxxxxxxxxxx | 41 |
| 42 | 4-121 Flat-Multi-Level | 3,390 | xxxxxxxxxxxxxxxx | 42 |
| 43 | 4-123 Flat-General Service | 47 | xxxxxxxxxxxxxxxx | 43 |
| 44 | 4-123 Flat-All Other | 2,073 | xxxxxxxxxxxxxxxx | 44 |
| 45 | 4-124 All Other Car Types | 61 | xxxxxxxxxxxxxxxx | 45 |
| 46 | 4-125 TOTAL (lines 31-45) | 38,435 | xxxxxxxxxxxxxxxx | 46 |
| | 4-13 Private Line Cars - Loaded (H) | xxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 47 | 4-130 Box-Plain 40-Foot | | xxxxxxxxxxxxxxxx | 47 |
| 48 | 4-131 Box-Plain 50-Foot and Longer | 842 | xxxxxxxxxxxxxxxx | 48 |
| 49 | 4-132 Box-Equipped | 92 | xxxxxxxxxxxxxxxx | 49 |
| 50 | 4-133 Gondola-Plain | 3,782 | xxxxxxxxxxxxxxxx | 50 |
| 51 | 4-134 Gondola-Equipped | 887 | xxxxxxxxxxxxxxxx | 51 |
| 52 | 4-135 Hopper-Covered | 2,389 | xxxxxxxxxxxxxxxx | 52 |
| 53 | 4-136 Hopper-Open Top-General Service | 175 | xxxxxxxxxxxxxxxx | 53 |
| 54 | 4-137 Hopper-Open Top-Special Service | | xxxxxxxxxxxxxxxx | 54 |
| 55 | 4-138 Refrigerator-Mechanical | 2 | xxxxxxxxxxxxxxxx | 55 |
| 56 | 4-139 Refrigerator-Non-Mechanical | 65 | xxxxxxxxxxxxxxxx | 56 |
| 57 | 4-140 Flat-TOFC/COFC | 6,550 | xxxxxxxxxxxxxxxx | 57 |
| 58 | 4-141 Flat-Multi-Level | 20,978 | xxxxxxxxxxxxxxxx | 58 |
| 59 | 4-142 Flat-General Service | 1 | xxxxxxxxxxxxxxxx | 59 |
| 60 | 4-143 Flat-All Other | 1,744 | xxxxxxxxxxxxxxxx | 60 |
| 61 | 4-144 Tank Under 22,000 Gallons | 3,255 | xxxxxxxxxxxxxxxx | 61 |
| 62 | 4-145 Tank-22,000 Gallons and Over | 4,371 | xxxxxxxxxxxxxxxx | 62 |
| 63 | 4-146 All Other Car Types | 3 | xxxxxxxxxxxxxxxx | 63 |
| 64 | 4-147 TOTAL (lines 47-63) | 45,136 | xxxxxxxxxxxxxxxx | 64 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

755 - RAILROAD OPERATING STATISTICS

Page 95

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|------------|---------------------------------------|------------------------------|---------------------------|------------|
| | 4-11 RR Owned and Leased Cars-Empty | xxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 31 | 4-110 Box-Plain 40-Foot | 1 | xxxxxxxxxxxxxxxx | 31 |
| 32 | 4-111 Box-Plain 50-Foot and Longer | 3,514 | xxxxxxxxxxxxxxxx | 32 |
| 33 | 4-112 Box-Equipped | 16,315 | xxxxxxxxxxxxxxxx | 33 |
| 34 | 4-113 Gondola-Plain | 2,053 | xxxxxxxxxxxxxxxx | 34 |
| 35 | 4-114 Gondola-Equipped | 1,571 | xxxxxxxxxxxxxxxx | 35 |
| 36 | 4-115 Hopper-Covered | 5,613 | xxxxxxxxxxxxxxxx | 36 |
| 37 | 4-116 Hopper-Open Top-General Service | 4,597 | xxxxxxxxxxxxxxxx | 37 |
| 38 | 4-117 Hopper-Open Top-Special Service | 4 | xxxxxxxxxxxxxxxx | 38 |
| 39 | 4-118 Refrigerator-Mechanical | 573 | xxxxxxxxxxxxxxxx | 39 |
| 40 | 4-119 Refrigerator-Non-Mechanical | 564 | xxxxxxxxxxxxxxxx | 40 |
| 41 | 4-120 Flat-TOFC/COFC | 410 | xxxxxxxxxxxxxxxx | 41 |
| 42 | 4-121 Flat-Multi-Level | 3,390 | xxxxxxxxxxxxxxxx | 42 |
| 43 | 4-123 Flat-General Service | 47 | xxxxxxxxxxxxxxxx | 43 |
| 44 | 4-123 Flat-All Other | 2,073 | xxxxxxxxxxxxxxxx | 44 |
| 45 | 4-124 All Other Car Types | 61 | xxxxxxxxxxxxxxxx | 45 |
| 46 | 4-125 TOTAL (lines 31-45) | 40,786 | xxxxxxxxxxxxxxxx | 46 |
| | 4-13 Private Line Cars - Loaded (H) | xxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 47 | 4-130 Box-Plain 40-Foot | | xxxxxxxxxxxxxxxx | 47 |
| 48 | 4-131 Box-Plain 50-Foot and Longer | 842 | xxxxxxxxxxxxxxxx | 48 |
| 49 | 4-132 Box-Equipped | 92 | xxxxxxxxxxxxxxxx | 49 |
| 50 | 4-133 Gondola-Plain | 5,916 | xxxxxxxxxxxxxxxx | 50 |
| 51 | 4-134 Gondola-Equipped | 887 | xxxxxxxxxxxxxxxx | 51 |
| 52 | 4-135 Hopper-Covered | 4,523 | xxxxxxxxxxxxxxxx | 52 |
| 53 | 4-136 Hopper-Open Top-General Service | 175 | xxxxxxxxxxxxxxxx | 53 |
| 54 | 4-137 Hopper-Open Top-Special Service | | xxxxxxxxxxxxxxxx | 54 |
| 55 | 4-138 Refrigerator-Mechanical | 2 | xxxxxxxxxxxxxxxx | 55 |
| 56 | 4-139 Refrigerator-Non-Mechanical | 65 | xxxxxxxxxxxxxxxx | 56 |
| 57 | 4-140 Flat-TOFC/COFC | 6,550 | xxxxxxxxxxxxxxxx | 57 |
| 58 | 4-141 Flat-Multi-Level | 20,978 | xxxxxxxxxxxxxxxx | 58 |
| 59 | 4-142 Flat-General Service | 1 | xxxxxxxxxxxxxxxx | 59 |
| 60 | 4-143 Flat-All Other | 1,744 | xxxxxxxxxxxxxxxx | 60 |
| 61 | 4-144 Tank Under 22,000 Gallons | 3,255 | xxxxxxxxxxxxxxxx | 61 |
| 62 | 4-145 Tank-22,000 Gallons and Over | 5,082 | xxxxxxxxxxxxxxxx | 62 |
| 63 | 4-146 All Other Car Types | 3 | xxxxxxxxxxxxxxxx | 63 |
| 64 | 4-147 TOTAL (lines 47-63) | 50,115 | xxxxxxxxxxxxxxxx | 64 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

Page 96

755 - RAILROAD OPERATING STATISTICS

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|------------|---|----------------------------------|---------------------------|------------|
| | 4-15 Private Line Cars-Empty (H) | xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 65 | 4-150 Box-Plain 40-Foot | | xxxxxxxxxxxxxxxx | 65 |
| 66 | 4-151 Box-Plain 50-Foot and Longer | 794 | xxxxxxxxxxxxxxxx | 66 |
| 67 | 4-152 Box-Equipped | 43 | xxxxxxxxxxxxxxxx | 67 |
| 68 | 4-153 Gondola-Plain | 6,352 | xxxxxxxxxxxxxxxx | 68 |
| 69 | 4-154 Gondola-Equipped | 858 | xxxxxxxxxxxxxxxx | 69 |
| 70 | 4-155 Hopper-Covered | 4,531 | xxxxxxxxxxxxxxxx | 70 |
| 71 | 4-156 Hopper-Open Top-General Service | 158 | xxxxxxxxxxxxxxxx | 71 |
| 72 | 4-157 Hopper-Open Top-Special Service | 16 | xxxxxxxxxxxxxxxx | 72 |
| 73 | 4-158 Refrigerator-Mechanical | 2 | xxxxxxxxxxxxxxxx | 73 |
| 74 | 4-159 Refrigerator-Non-Mechanical | 63 | xxxxxxxxxxxxxxxx | 74 |
| 75 | 4-160 Flat-TOFC/COFC | 450 | xxxxxxxxxxxxxxxx | 75 |
| 76 | 4-161 Flat-Multi-Level | 15,014 | xxxxxxxxxxxxxxxx | 76 |
| 77 | 4-162 Flat-General Service | 1 | xxxxxxxxxxxxxxxx | 77 |
| 78 | 4-163 Flat-All Other | 1,844 | xxxxxxxxxxxxxxxx | 78 |
| 79 | 4-164 Tank-Under 22,000 Gallons | 3,088 | xxxxxxxxxxxxxxxx | 79 |
| 80 | 4-165 Tank-22,000 Gallons and Over | 4,620 | xxxxxxxxxxxxxxxx | 80 |
| 81 | 4-166 All Other Car Types | 5 | xxxxxxxxxxxxxxxx | 81 |
| 82 | 4-167 TOTAL (lines 65-81) | 37,839 | xxxxxxxxxxxxxxxx | 82 |
| 83 | 4-17 Work Equipment and Company Freight Car Miles | 1,902 | xxxxxxxxxxxxxxxx | 83 |
| 84 | 4-18 No Payment Car-Miles (I) | N/A | xxxxxxxxxxxxxxxx | 84 |
| | 4-19 Total Car-Miles by Train Type (Note) | xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | | |
| 85 | 4-191 Unit Trains | 14,949 | xxxxxxxxxxxxxxxx | 85 |
| 86 | 4-192 Way Trains | 6,292 | xxxxxxxxxxxxxxxx | 86 |
| 87 | 4-193 Through Trains | 161,902 | xxxxxxxxxxxxxxxx | 87 |
| 88 | 4-194 TOTAL (lines 85-87) | 183,143 | xxxxxxxxxxxxxxxx | 88 |
| 89 | 4-20 Caboose Miles | 1,004 | xxxxxxxxxxxxxxxx | 89 |

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

Note: Total car miles should include no payment and work equipment car miles lines 83 & 84.

Amend Page

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

755 - RAILROAD OPERATING STATISTICS

Page 97

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|---|--|-------------------------|---------------------------|------------|
| 6. Gross Ton-Miles (thousands)(K) | | | | |
| 98 | 6-01 Road Locomotives | 1,126,899 | | 98 |
| | 6-02 Freight Trains, Crs., Cnts., and Caboose | | | |
| 99 | 6-020 Unit Trains | 1,043,157 | | 99 |
| 100 | 6-021 Way Trains | 393,723 | | 100 |
| 101 | 6-022 Through Trains | 10,713,405 | | 101 |
| 102 | 6-03 Passenger-Trains, Crs. and Cnts. | | | 102 |
| 103 | 6-04 Non-Revenue | | | 103 |
| 104 | 6-05 TOTAL (lines 98-103) | 13,277,184 | | 104 |
| 7. Tons of Freight (thousands) | | | | |
| 105 | 7-01 Revenue | 23,800 | | 105 |
| 106 | 7-02 Non-Revenue | 837 | | 106 |
| 107 | 7-03 TOTAL (lines 105, 106) | 24,637 | | 107 |
| 8. Ton-Miles of Freight (thousands) (L) | | | | |
| 108 | 8-01 Revenue-Road Service | 4,909,912 | | 108 |
| 109 | 8-02 Revenue-Lake Transfer Service | | | 109 |
| 110 | 8-03 TOTAL (lines 108, 109) | 4,909,912 | | 110 |
| 111 | 8-04 Non-Revenue-Road Service | 72,172 | | 111 |
| 112 | 8-05 Non-Revenue-Lake Transfer Service | | | 112 |
| 113 | 8-06 TOTAL (lines 111, 112) | 72,172 | | 113 |
| 114 | 8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113) | 4,982,084 | | 114 |
| 9. Train Hours (M) | | | | |
| 115 | 9-01 Road Service | 157,689 | | 115 |
| 116 | 9-02 Train Switching | 22,317 | | 116 |
| 117 | 10. TOTAL YARD-SWITCHING HOURS (N) | 248,271 | | 117 |
| 11. Train-Miles Work Trains (O) | | | | |
| 118 | 11-01 Locomotives | 9,983 | | 118 |
| 119 | 11-02 Motorcars | | | 119 |
| 12. Number of Loaded Freight Cars (P) | | | | |
| 120 | 12-01 Unit Trains | 37,773 | | 120 |
| 121 | 12-02 Way Trains | 176,376 | | 121 |
| 122 | 12-03 Through Trains | 620,123 | | 122 |
| 123 | 13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q) | 80,318 | | 123 |
| 124 | 14. Multi-Level Cars - No. of Motor Vehicles Loaded and Unloaded (Q) | | | 124 |
| 125 | 15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered (R) | | | 125 |
| 16. Revenue Tons-Marine Terminal (S) | | | | |
| 126 | 16-01 Marine Terminals-Coal | | | 126 |
| 127 | 16-02 Marine Terminals-Ore | | | 127 |
| 128 | 16-03 Marine Terminals-Other | | | 128 |
| 129 | 16-04 TOTAL (lines 126-128) | | | 129 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

755 - RAILROAD OPERATING STATISTICS

Page 97

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|--|--|-------------------------|---------------------------|------------|
| 6. Gross Ton-Miles (thousands)(K) | | | | |
| 98 | 6-01 Road Locomotives | 1,126,899 | | 98 |
| | 6-02 Freight Trains, Crs., Cnts., and Caboose | | | |
| 99 | 6-020 Unit Trains | 1,043,157 | | 99 |
| 100 | 6-021 Way Trains | 393,723 | | 100 |
| 101 | 6-022 Through Trains | 10,713,405 | | 101 |
| 102 | 6-03 Passenger-Trains, Crs. and Cnts. | | | 102 |
| 103 | 6-04 Non-Revenue | | | 103 |
| 104 | 6-05 TOTAL (lines 98-103) | 13,277,184 | | 104 |
| 7. Tons of Freight (thousands) | | | | |
| 105 | 7-01 Revenue | 23,800 | | 105 |
| 106 | 7-02 Non-Revenue | 837 | | 106 |
| 107 | 7-03 TOTAL (lines 105, 106) | 24,637 | | 107 |
| 8. Ton-Miles of Freight (thousands) (L) | | | | |
| 108 | 8-01 Revenue-Road Service | 4,909,912 | | 108 |
| 109 | 8-02 Revenue-Lake Transfer Service | | | 109 |
| 110 | 8-03 TOTAL (lines 108, 109) | 4,909,912 | | 110 |
| 111 | 8-04 Non-Revenue-Road Service | 72,172 | | 111 |
| 112 | 8-05 Non-Revenue-Lake Transfer Service | | | 112 |
| 113 | 8-06 TOTAL (lines 111, 112) | 72,172 | | 113 |
| 114 | 8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113) | 4,982,084 | | 114 |
| 9. Train Hours (M) | | | | |
| 115 | 9-01 Road Service | 157,689 | | 115 |
| 116 | 9-02 Train Switching | 22,317 | | 116 |
| 117 | 10. TOTAL YARD-SWITCHING HOURS (N) | 248,271 | | 117 |
| 11. Train-Miles Work Trains (O) | | | | |
| 118 | 11-01 Locomotives | 9,983 | | 118 |
| 119 | 11-02 Motorcars | | | 119 |
| 12. Number of Loaded Freight Cars (P) | | | | |
| 120 | 12-01 Unit Trains | 87,773 | | 120 |
| 121 | 12-02 Way Trains | 176,376 | | 121 |
| 122 | 12-03 Through Trains | 620,123 | | 122 |
| 123 | 13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q) | 80,318 | | 123 |
| 124 | 14. Multi-Level Cars - No. of Motor Vehicles Loaded and Unloaded (Q) | | | 124 |
| 125 | 15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered (R) | | | 125 |
| 16. Revenue Tons-Marine Terminal (S) | | | | |
| 126 | 16-01 Marine Terminals-Coal | | | 126 |
| 127 | 16-02 Marine Terminals-Ore | | | 127 |
| 128 | 16-03 Marine Terminals-Other | | | 128 |
| 129 | 16-04 TOTAL (lines 126-128) | | | 129 |



2-1
Amended page

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

755 - RAILROAD OPERATING STATISTICS

Page 97-1

| | | Freight | Passenger | |
|---|-----------------------------|---------|-----------|------|
| Line | Item Description | Train | Train | Line |
| No | (A) | (B) | (C) | No |
| ----- | | | | |
| 17. Number of Foreign Per Diem Cars on Line (T) | | | | |
| 130 | 17-01 Serviceable | 8,020 | | 130 |
| 131 | 17-02 Unserviceable | 68 | | 131 |
| 132 | 17-03 Surplus | | | 132 |
| 133 | 17-04 TOTAL (lines 130-132) | 8,088 | | 133 |

Grand Trunk Western R.R.

Road Initials: GTW Year 1991

755 - RAILROAD OPERATING STATISTICS

Page 97-1

| Line No | Item Description (A) | Freight Train (B) | Passenger Train (C) | Line No |
|---|-----------------------------|-------------------------|---------------------------|------------|
| 17. Number of Foreign Per Diem Cars on Line (T) | | | | |
| 130 | 17-01 Serviceable | 8,020 | | 130 |
| 131 | 17-02 Unserviceable | 68 | | 131 |
| 132 | 17-03 Surplus | | | 132 |
| 133 | 17-04 TOTAL (lines 130-132) | 8,088 | | 133 |

755. RAILROAD OPERATING STATISTICS - Concluded

| Line No. | Cross Check | Item description (a) | Freight train (b) | Passenger train (c) | Line No. |
|----------|-------------|--|----------------------|------------------------|----------|
| | | 6. Gross Ton-Miles (thousands) (K) | XXXXXX | XXXXXX | |
| 98 | | 6-01 Road Locomotives | | | 98 |
| | | 6-02 Freight Trains, Crs., Cnts., and Caboose | XXXXXX | XXXXXX | |
| 99 | | 6-020 Unit Trains | | XXXXXX | 99 |
| 100 | | 6-021 Way Trains | | XXXXXX | 100 |
| 101 | | 6-022 Through Trains | | XXXXXX | 101 |
| 102 | | 6-03 Passenger-Trains, Crs., and Cnts. | | | 102 |
| 103 | | 6-04 Non-Revenue | | XXXXXX | 103 |
| 104 | | 6-05 TOTAL (lines 98-103) | | | 104 |
| | | 7. Tons of Freight (thousands) | XXXXXX | XXXXXX | |
| 105 | | 7-01 Revenue | | XXXXXX | 105 |
| 106 | | 7-02 Non-Revenue | | XXXXXX | 106 |
| 107 | | 7-03 TOTAL (lines 105, 106) | | XXXXXX | 107 |
| | | 8. Ton-Miles of Freight (thousands) (L) | XXXXXX | XXXXXX | |
| 108 | | 8-01 Revenue-Road Service | | XXXXXX | 108 |
| 109 | | 8-02 Revenue-Lake Transfer Service | | XXXXXX | 109 |
| 110 | | 8-03 TOTAL (lines 108, 109) | | XXXXXX | 110 |
| 111 | | 8-04 Non-Revenue-Road Service | | XXXXXX | 111 |
| 112 | | 8-05 Non-Revenue-Lake Transfer Service | | XXXXXX | 112 |
| 113 | | 8-06 TOTAL (lines 111, 112) | | XXXXXX | 113 |
| 114 | | 8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113) | | XXXXXX | 114 |
| | | 9. Train Hours (M) | XXXXXX | XXXXXX | |
| 115 | | 9-01 Road Service | | XXXXXX | 115 |
| 116 | | 9-02 Train Switching | | XXXXXX | 116 |
| 117 | | 10. TOTAL YARD-SWITCHING HOURS (N) | | XXXXXX | 117 |
| | | 11. Train-Miles Work Trains (O) | XXXXXX | XXXXXX | |
| 118 | | 11-01 Locomotives | | XXXXXX | 118 |
| 119 | | 11-02 Motorcars | | XXXXXX | 119 |
| | | 12. Number of Loaded Freight Cars (P) | XXXXXX | XXXXXX | |
| 120 | | 12-01 Unit Trains | | XXXXXX | 120 |
| 121 | | 12-02 Way Trains | | XXXXXX | 121 |
| 122 | | 12-03 Through Trains | | XXXXXX | 122 |
| 123 | | 13 TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q) | | XXXXXX | 123 |
| 124 | | 14 Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q) | | XXXXXX | 124 |
| 125 | | 15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R) | | XXXXXX | 125 |
| | | 16. Revenue Tons-Marine Terminal (S) | XXXXXX | XXXXXX | |
| 126 | | 16-01 Marine Terminals-Coal | | XXXXXX | 126 |
| 127 | | 16-02 Marine Terminals-Ore | | XXXXXX | 127 |
| 128 | | 16-03 Marine Terminals-Other | | XXXXXX | 128 |
| 129 | | 16-04 TOTAL (lines 126-128) | | XXXXXX | 129 |
| | | 17. Number of Foreign Per Diem Cars on Line (T) | XXXXXX | XXXXXX | |
| 130 | | 17-01 Serviceable | | XXXXXX | 130 |
| 131 | | 17-02 Unserviceable | | XXXXXX | 131 |
| 132 | | 17-03 Surplus | | XXXXXX | 132 |
| 133 | | 17-04 TOTAL (lines 130-132) | | XXXXXX | 133 |

VERIFICATION

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

OATH

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

State of MICHIGAN

County of WAYNE

H. D. Nicholas makes oath and says that he is Asst. Vice Pres.-Controller

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Grand Trunk Western Railroad Company

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

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

January 1, 19 91, to and including December 31, 19 91

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and

county above named, this April day of 1992

My commission expires _____

Use an
L S
impression seal

J. A. Brewer
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

J. A. BREWER
NOTARY PUBLIC - WAYNE COUNTY, MICH.
MY COMMISSION EXPIRES 9-28-93

State of MICHIGAN

County of WAYNE

J. F. Corcoran makes oath and says that he is Vice President Finance

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Grand Trunk Western Railroad 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, 19 91, to and including December 31, 19 91

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and

county above named, this April day of 1992

My commission expires _____

Use an
L.S.
impression seal

J. A. Brewer
(Signature of officer authorized to administer oaths)