

R-1 1970 NORTHERN PACIFIC RAILROAD COMPANY 2 of 3

219. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

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

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

Line No.	Designation of equipment obligation (List names in the same order as in schedule 218) (a)	Description of equipment covered (b)	Contract price of equipment acquired (c)			Cash paid on acceptance of equipment (d)		
			\$			\$		
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16		NONE						
17								
18								
19								
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21								
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220. INTEREST ON INCOME BONDS

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

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

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

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

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

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

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

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

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

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

AMOUNT OF INTEREST—Concluded

Line No.	DIFFERENCE BETWEEN MAXIMUM PAYABLE IF EARNED AND AMOUNT ACTUALLY PAYABLE						TOTAL PAID WITHIN YEAR									Maximum period or percentage, for which cumulative, if any (k)	Total accumulated un-earned interest plus earned interest unpaid at the close of year (l)
	Current year (f)			All years to date (g)			On account of current year (h)			On account of prior years (i)			Total (j)				
	\$			\$			\$			\$			\$				
1																	
2																	
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222. AMOUNTS PAYABLE TO AFFILIATED COMPANIES

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

Line No.	Name of creditor company (a)	Rate of interest (b)	Balance at beginning of year (c)			Balance at close of year (d)			Interest accrued during year (e)			Interest paid during year (f)		
			\$			\$			\$			\$		
1	Southern Pacific Transportation	None %	49	981	270	51	434	970						
2	Company													
3														
4														
5														
6														
7														
8														
9														
10		TOTAL	49	981	270	51	434	970						

NOTES AND REMARKS

223. ITEMS IN SELECTED CURRENT LIABILITY ACCOUNTS

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

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

Line No.	Account No. (a)	Item (b)	Amount (c)		
			\$		
1	759	Estimated per diem payable - Foreign freight cars		137	676
2		Unaudited accounts payable - Estimated		502	660
3		Estimated claims for injuries to persons - Payable within one year		131	818
4		Unaudited liabilities - Vacation allowances		262	476
5		Other items, each less than \$100,000		163	470
6		Total account 759	1	198	100
7					
8	763	Prepaid charges on freight forwarded - Unadjusted		146	851
9		Other items, each less than \$100,000		4	125
10		Total account 763		150	976
11					
12	751	None			
13					
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224. FEDERAL INCOME AND OTHER TAXES ACCRUED

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

Line No.	Kind of tax (a)	Previous years (b)			Current year (c)			Balance at close of year (d)		
		\$			\$			\$		
1	Federal income taxes TOTAL (account 760)					(3	700)		(3	700)
2	Railway property State and local taxes (532)									
3	Old-age retirement (532)					74	775		74	775
4	Unemployment insurance (532)					14	553		14	553
5	Miscellaneous operating property (535)									
6	Miscellaneous tax accruals (544)					55	706		55	706
7	All other taxes					56	805		56	805
8	TOTAL (account 761)					201	839		201	839

NOTES AND REMARKS

Debit on line 1 covers overpayment on 1970 Federal Income Tax.

225. ITEMS IN SELECTED RESERVE AND OTHER LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 771, "Pension and welfare reserves"; 772, "Insurance reserves"; 774, "Casualty and other reserves"; 782, "Other liabilities"; and 784, "Other deferred credits," at the close of the year. Show creditor (or class of creditors) for deferred liabilities, and appropriate description of each class of operating reserve and for items of deferred credits. Show each item (or the aggregate of a class

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

Line No.	Account No. (a)	Item (b)	Amount (c)	
			\$	
1	774	Unaudited liabilities - Injuries to persons	156	561
2		Interline freight settlements - Deferred payments	250	300
3		Other items, each less than \$100,000	39	401
4		Total account 774	446	262
5	782	Other items, each less than \$100,000	27	805
6		Total account 782	27	805
7	784	Real estate sales	106	258
8		Other items, each less than \$100,000	76	048
9		Total account 784	182	306
10				
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228. CAPITAL STOCK

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

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

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

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

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

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

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

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

Line No.	Class of stock	Date issue was authorized	Par value per share (if non-par, so state)	PREFERRED STOCK										OTHER PROVISIONS OF CONTRACT			
				Dividend rate specified in contract	Total amount of accumulated dividends			CUMULATIVE		Noncumulative ("Yes" or "No")	Convertible ("Yes" or "No")	Callable or redeemable ("Yes" or "No")	PARTICIPATING DIVIDENDS				
								To extent earned ("Yes" or "No")	Fixed \$ rate or percent specified by contract				Fixed amount or percent (Specify)	Fixed ratio with common (Specify)			
	(a)	(b)	(c)	(d)	(e)			(f)	(g)	(h)	(i)	(j)	(k)	(l)			
1	Common	12-28-06	\$ 100	X X X X X	X X	X X	X X	X X X X X	X X X X X X	X X X X X	X X X X X	X X X X X X	X X X X X X	X X X X X X			
2				X X X X X	X X	X X	X X	X X X X X	X X X X X X	X X X X X	X X X X X	X X X X X X	X X X X X X	X X X X X X			
3				X X X X X	X X	X X	X X	X X X X X	X X X X X X	X X X X X	X X X X X	X X X X X X	X X X X X X	X X X X X X			
4				X X X X X	X X	X X	X X	X X X X X	X X X X X X	X X X X X	X X X X X	X X X X X X	X X X X X X	X X X X X X			
5	Preferred	None															
6																	
7																	
8	Debenture	None															
9																	
10	Receipts outstanding for installments paid*	None															
11																	
12																	
13	TOTAL		X X X X X	X X X X X				X X X X X	X X X X X X	X X X X X	X X X X X	X X X X X X	X X X X X X	X X X X X X			

Line No.	PAR VALUE OF PAR-VALUE STOCK OR NUMBER OF SHARES OF NONPAR STOCK										STOCK ACTUALLY OUTSTANDING AT CLOSE OF YEAR									
	Authorized		Authenticated		NOMINALLY ISSUED AND				Actually issued		REACQUIRED AND				Number of shares		Par value of par-value stock		Book value of stock without par value	
					Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P")		Canceled				Canceled		Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P")							
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)										
1	35	000 000	35	000 000					35	000 000					350	000	\$ 35	000 000	\$	
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13	35	000 000	35	000 000					35	000 000					350	000	35	000 000		

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

229. CAPITAL STOCK CHANGES DURING THE YEAR

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

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

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

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

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

Line No.	Class of stock (a)	STOCKS ISSUED DURING YEAR							
		Date of issue (b)	Purpose of the issue and authority (c)	Par value (for nonpar stock show the number of shares) (d)			Net proceeds received for issue (cash or its equivalent) (e)		
				\$			\$		
1									
2									
3									
4									
5			NONE						
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
				TOTAL					

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

230. STOCK LIABILITY FOR CONVERSION OF SECURITIES OF OTHER COMPANIES

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

NONE

231. CAPITAL SURPLUS

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

Line No.	Item (a)	Contra account number (b)	ACCOUNT NO.					
			794. Premiums and Assessments on Capital Stock (c)			795. Paid-In Surplus (d)		
								796. Other Capital Surplus (e)
1	Balance at beginning of year	x x x	\$			\$	4 236 937	\$
2	Additions during the year (describe):							
3								
4								
5								
6								
7	Total additions during the year	x x x						
8	Deductions during the year (describe):							
9								
10								
11								
12	Total deductions	x x x						
13	Balance at close of year	x x x				4 236 937		

232. RETAINED INCOME—APPROPRIATED

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

Line No.	Class of appropriation (a)	Credits during year (b)			Debits during year (c)			Balance at close of year (d)		
31	Additions to property through retained income									
32	Funded debt retired through retained income									
33	Sinking fund reserves									
34	Incentive per diem funds---									
35	Miscellaneous fund reserves									
36	Retained income—Appropriated not specifically invested									
37	Other appropriations (specify):									
38										
39	NONE									
40										
41										
42										
43										
44										
45										
46	TOTAL									

233. CONTINGENT ASSETS AND LIABILITIES

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

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

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

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

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

Line No.	Item (a)	Amount (b)		
		\$		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14	NONE			
15				
16				
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234. PROPRIETARY COMPANIES

Give particulars called for regarding inactive proprietary companies, as defined in Schedule No. 411, page 400. The separation of accounts 731 and 732 into the various subdivisions shown below should be estimated, if not actually shown on respondent's books. Enter brief designations of the several proprietary companies at the heads of their respective columns.

Line No.	Item												
1	Mileage owned:												
2	Road, State of _____												
3	Road, State of _____												
4	Road, State of _____												
5	Second and additional main tracks.....												
6	Passing tracks, cross-overs, and turn-outs.....												
7	Way switching tracks.....												
8	Yard switching tracks.....												
9	Road and equipment property:												
10	Road.....												
11	Equipment.....												
12	General expenditures.....												
13	Other property accounts*.....												
14	Total (account 731).....												
15	Improvements on leased property:												
16	Road.....												
17	Equipment.....												
18	General expenditures.....												
19	Total (account 732).....												
20	Depreciation and amortization (accounts 735, 736, and 785).....												
21	Capital stock (account 791).....												
22	Funded debt unmatured (account 765).....												
23	Debt in default (account 768).....												
24	Amounts payable to affiliated companies (account 769).....												

Line No.	Item												
1	Mileage owned:												
2	Road, State of _____												
3	Road, State of _____												
4	Road, State of _____												
5	Second and additional main tracks.....												
6	Passing tracks, cross-overs, and turn-outs.....												
7	Way switching tracks.....												
8	Yard switching tracks.....												
9	Road and equipment property:												
10	Road.....												
11	Equipment.....												
12	General expenditures.....												
13	Other property accounts*.....												
14	Total (account 731).....												
15	Improvements on leased property:												
16	Road.....												
17	Equipment.....												
18	General expenditures.....												
19	Total (account 732).....												
20	Depreciation and amortization (accounts 735, 736, and 785).....												
21	Capital stock (account 791).....												
22	Funded debt unmatured (account 765).....												
23	Debt in default (account 768).....												
24	Amounts payable to affiliated companies (account 769).....												

*Includes account Nos. 80, "Other elements of investment," and 90, "Construction work in progress."

300. INCOME ACCOUNT FOR THE YEAR

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

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

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

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$	xx	xx	\$	xx	xx	\$	xx	xx
	ORDINARY ITEMS									
1	OPERATING INCOME	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
2	RAILWAY OPERATING INCOME	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
3	(501) Railway operating revenues (p. 303)	9	647	689	10	270	803			
4	(531) Railway operating expenses (p. 310)	7	993	470	7	320	575			
5	Net revenue from railway operations	1	654	219	2	950	228			
6	(532) Railway tax accruals (p. 316)		931	770		916	401			
7	Railway operating income		722	449	2	033	827			
8	RENT INCOME	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
9	(503) Hire of freight cars—Credit balance (p. 319)		1	025						
10	(504) Rent from locomotives (p. 320)									
11	(505) Rent from passenger-train cars (p. 320)									
12	(506) Rent from floating equipment									
13	(507) Rent from work equipment		2	715		2	811			
14	(508) Joint facility rent income		2	575		2	791			
15	Total rent income		6	315		5	602			
16	RENTS PAYABLE	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
17	(536) Hire of freight cars—Debit balance (p. 319)	1	557	870	1	654	795			
18	(537) Rent for locomotives (p. 320)		370	877		427	275			
19	(538) Rent for passenger-train cars (p. 320)		13	195		13	698			
20	(539) Rent for floating equipment									
21	(540) Rent for work equipment		29	088		19	725			
22	(541) Joint facility rents									
23	Total rents payable	1	971	030	2	115	493			
24	Net rents (lines 15, 23)	(1	964	715)	(2	109	891)			
25	Net railway operating income (lines 7, 24)	(1	242	266)	(76	064)				
26	OTHER INCOME	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
27	(502) Revenues from miscellaneous operations (p. 231)									
28	(509) Income from lease of road and equipment (p. 317)									
29	(510) Miscellaneous rent income (p. 317)		158	401		171	455			
30	(511) Income from nonoperating property (p. 231)		163	152		167	633			
31	(512) Separately operated properties—Profit (p. 318)									
32	(513) Dividend income									
33	(514) Interest income		1	427			794			
34	(516) Income from sinking and other reserve funds			498			236			
35	(517) Release of premiums on funded debt									
36	(518) Contributions from other companies									
37	(519) Miscellaneous income (p. 323)		356	913		28	443			
38	Total other income		680	391		368	561			
39	Total income (lines 25, 38)		(561	875)		292	497			
40	MISCELLANEOUS DEDUCTIONS FROM INCOME	xxx	xx	xx	xxx	xx	xx	xxx	xx	xx
41	(534) Expenses of miscellaneous operations (p. 231)									
42	(535) Taxes on miscellaneous operating property (p. 231)									
43	(543) Miscellaneous rents (p. 322)			350		1	100			
44	(544) Miscellaneous tax accruals (p. 231)		152	544		75	958			
45	(545) Separately operated properties—Loss (p. 318)									
46	(549) Maintenance of investment organization									
47	(550) Income transferred to other companies									
48	(551) Miscellaneous income charges (p. 323)		24	201		2	129			
49	Total miscellaneous deductions		177	095		79	187			
50	Income available for fixed charges (lines 39, 49)		(738	970)		213	310			

300. INCOME ACCOUNT FOR THE YEAR—Continued

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

3. Returns for the year reported on lines 1 to 25, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's rules governing the separation of operating

expenses between freight and passenger service; railroads.

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

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

RAIL-LINE, INCLUDING WATER TRANSFERS																					Line No.
Related solely to freight service (e)			Apportioned to freight service (f)			Total freight service (g)			Related solely to passenger and allied services (h)			Apportioned to passenger and allied services (i)			Total passenger service (j)			Other items not related to either freight or to passenger and allied services (k)			
\$			\$			\$			\$			\$			\$			\$			
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	1
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	2
9	627	795	x x	x x	x x	9	627	725	19	894	x x	x x	x x	x x	19	894	x x	x x	x x	x x	3
5	235	044	2	703	370	7	938	414	44	426	10	630	55	056							4
x x	x x	x x	x x	x x	x x	1	689	381	x x	x x	x x	x x	x x	x x	(35	162)					5
				925	341		925	341			6	429	6	429							6
x x	x x	x x	x x	x x	x x		764	040	x x	x x	x x	x x	x x	x x	(41	591)					7
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	8
	1	025					1	025													9
																					10
				2	715		2	715													11
	2	575					2	575													12
x x	x x	x x	x x	x x	x x		6	315	x x	x x	x x	x x	x x	x x							13
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	14
1	557	870				1	557	870													15
	370	877					370	877													16
																					17
																					18
																					19
																					20
																					21
																					22
x x	x x	x x	x x	x x	x x	1	957	835	x x	x x	x x	x x	x x	x x	13	195					23
x x	x x	x x	x x	x x	x x	(1	951	520)	x x	x x	x x	x x	x x	x x	(13	195)					24
x x	x x	x x	x x	x x	x x	(1	187	480)	x x	x x	x x	x x	x x	x x	(54	786)					25

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

300. INCOME ACCOUNT FOR THE YEAR—Concluded

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$			\$			\$		
51	FIXED CHARGES	x x	x x	x x	x x	x x	x x	x x	x x	x x
52	(542) Rent for leased roads and equipment (p. 321).....									
53	(546) Interest on funded debt:	x x	x x	x x	x x	x x	x x	x x	x x	x x
54	(a) Fixed interest not in default.....									
55	(b) Interest in default.....									
56	(547) Interest on unfunded debt.....									
57	(548) Amortization of discount on funded debt.....									
58	Total fixed charges.....									
59	Income after fixed charges (lines 50, 58).....		(738	970)		213	310			
60	OTHER DEDUCTIONS	x x	x x	x x	x x	x x	x x	x x	x x	x x
61	(546) Interest on funded debt:	x x	x x	x x	x x	x x	x x	x x	x x	x x
62	(c) Contingent interest.....									
63	Ordinary income (lines 59, 62).....		(738	970)		213	310			
64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	x x	x x	x x	x x	x x	x x	x x	x x	x x
65	(570) Extraordinary items — Net Credit (Debit) (p. 323).....									
66	(580) Prior period items — Net Credit (Debit) (p. 323).....									
67	(590) Federal income taxes on extraordinary and prior period items— Debit (Credit) (p. 323).....									
68	Total extraordinary and prior period items — Credit (Debit).....									
69	Net income transferred to Retained Income-Unappropriated (lines 63, 68).....		(738	970)		213	310			

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

NOTES AND REMARKS

INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

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

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

N O N E

305. RETAINED INCOME—UNAPPROPRIATED

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

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

Line No.	Item (a)	Amount (b)			Remarks (c)
	CREDITS				
1	(602) Credit balance transferred from Income (p. 301A) -----	\$			
2	(606) Other credits to retained income -----				Net of Federal income taxes ----- \$
3	(622) Appropriations released -----				
4	Total -----				
	DEBITS				
5	(612) Debit balance transferred from Income (p. 301A) -----		738	970	
6	(616) Other debits to retained income -----				Net of Federal income taxes ----- \$
7	(620) Appropriations for sinking and other reserve funds -----				
8	(621) Appropriations for other purposes -----				
9	(623) Dividends (p. 302) -----				
10	Total -----		738	970	
11	Net increase during year* -----		(738	970)	
12	Balance at beginning of year (p. 201)* -----	(57	019	113)	
13	Balance at end of year (carried to p. 201)* -----	(57	758	083)	

* Amount in parentheses indicates debit balance.

Note.—See p. 323, schedule 396, for analysis of Retained Income accounts.

308. DIVIDEND APPROPRIATIONS

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

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

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

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

Line No.	Name of security on which dividend was declared (a)	Rate percent (par value stock) or rate per share (nonpar stock)		Total par value of stock or total number of shares of nonpar stock on which dividend was declared (d)	Dividends (account 623) (e)	DATES	
		Regular (b)	Extra (c)			Declared (f)	Payable (g)
41				\$	\$		
42							
43							
44				NONE			
45							
46							
47							
48							
49							
50							
51							
52							
53				TOTAL			

310. RAILWAY OPERATING REVENUES

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

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

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

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

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

Line No.	Class of railway operating revenues	Amount of revenue for the year			RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS						Other revenues not assignable to freight or to passenger and allied services			Remarks
					Assignable to freight service (c)			Assignable to passenger and allied services (d)						
(a)	(b)	(c)	(d)	(e)	(f)									
	TRANSPORTATION—RAIL LINE	\$			\$			\$		\$				
1	(101) Freight*	9	591	186	9	591	186			x	x	x		
2	(102) Passenger*		16	454				16	454	x	x	x		
3	(103) Baggage									x	x	x		
4	(104) Sleeping car									x	x	x		
5	(105) Parlor and chair car									x	x	x		
6	(106) Mail		2	574				2	574	x	x	x		
7	(107) Express									x	x	x		
8	(108) Other passenger-train†									x	x	x		
9	(109) Milk									x	x	x		
10	(110) Switching*			981			981			x	x	x		
11	(113) Water transfers													
12	Total rail-line transportation revenue	9	611	195	9	592	167		19	028				
	INCIDENTAL													
13	(131) Dining and buffet									x	x	x		
14	(132) Hotel and restaurant													
15	(133) Station, train, and boat privileges			860					860					
16	(135) Storage—Freight							x	x	x	x	x		
17	(137) Demurrage		28	780		28	780	x	x	x	x	x		
18	(138) Communication													
19	(139) Grain elevator							x	x	x	x	x		
20	(141) Power													
21	(142) Rents of buildings and other property		4	287		4	285		2					
22	(143) Miscellaneous		2	567		2	563		4					
23	Total incidental operating revenue		36	494		35	628		866					
	JOINT FACILITY													
24	(151) Joint facility—Cr													
25	(152) Joint facility—Dr													
26	Total joint facility operating revenue													
27	Total railway operating revenues	9	647	689	9	627	795		19	894				

*Report hereunder the charges to these accounts representing:

A. Payments made to others for—

1. Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates: \$ 51,400

(2) Of the amount reported for item A.1, 13% (to nearest whole number) represents payments for collection and delivery of LCL freight either in TOFC trailers or otherwise. The percentage reported is (check one):
Actual () Estimated (X)

2. Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement: \$ None

3. Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates): \$ 578

(a) Payments for transportation of persons: \$ 26,697

(b) Payments for transportation of freight shipments

†Governmental aid for providing passenger commuter or other passenger-train service included in account 108, as provided in item (d) of that account: \$ None

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

1. Charges for service for the protection against heat: \$ None

2. Charges for service for the protection against cold: \$ None

320. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and analyzing them in accordance with the Commission's rules governing the separation of operating expenses between freight and passenger service; railroads. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	xx	xx
1	MAINTENANCE OF WAY AND STRUCTURES		xx	xx
2	(201) Superintendence		370	593
3	(202) Roadway maintenance—Yard switching tracks		11	668
4	Roadway maintenance—Way switching tracks		32	397
5	Roadway maintenance—Running tracks		413	517
6	(206) Tunnels and subways—Yard switching tracks			257
7	Tunnels and subways—Way switching tracks			714
8	Tunnels and subways—Running tracks		9	116
9	(208) Bridges, trestles, and culverts—Yard switching tracks		6	266
10	Bridges, trestles, and culverts—Way switching tracks		17	396
11	Bridges, trestles, and culverts—Running tracks		222	054
12	(210) Elevated structures—Yard switching tracks			
13	Elevated structures—Way switching tracks			
14	Elevated structures—Running tracks			
15	(212) Ties—Yard switching tracks		3	643
16	Ties—Way switching tracks	142,859	10	114
17	Ties—Running tracks		129	102
18	(214) Rails—Yard switching tracks			796
19	Rails—Way switching tracks	31,204	2	209
20	Rails—Running tracks		28	199
21	(216) Other track material—Yard switching tracks		2	092
22	Other track material—Way switching tracks		5	808
23	Other track material—Running tracks		74	140
24	(218) Ballast—Yard switching tracks		2	097
25	Ballast—Way switching tracks		5	822
26	Ballast—Running tracks		74	318
27	(220) Track laying and surfacing—Yard switching tracks		20	849
28	Track laying and surfacing—Way switching tracks		57	885
29	Track laying and surfacing—Running tracks		738	854
30	(221) Fences, snowsheds, and signs—Yard switching tracks			223
31	Fences, snowsheds, and signs—Way switching tracks			619
32	Fences, snowsheds, and signs—Running tracks		7	904
33	(227) Station and office buildings		31	970
34	(229) Roadway buildings		9	839
35	(231) Water stations		2	222
36	(233) Fuel stations			14
37	(235) Shops and engine houses		6	997
38	(237) Grain elevators			
39	(239) Storage warehouses			
40	(241) Wharves and docks			264
41	(243) Coal and ore wharves			
42	(247) Communication systems		55	030
43	(249) Signals and interlockers		21	866
44	(253) Power plants			110
45	(257) Power-transmission systems		8	268
46	(265) Miscellaneous structures			
47	(266) Road property—Depreciation (p. 312)		238	242
48	(267) Retirements—Road (p. 312)		9	336
49	(269) Roadway machines		166	342
50				
51				
52			xx	xx

320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

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

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					Line No.
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	
	370	297				370	297							296		296				1	
	11	668				11	668													2	
	32	397				32	397													3	
	182	392		230	778	413	170							347		347				4	
		257					257													5	
		714					714													6	
	4	021		5	088	9	109							7		7				7	
	6	266				6	266													8	
	17	396				17	396													9	
	97	943		123	925	221	868							186		186				10	
																				11	
																				12	
																				13	
	3	643				3	643													14	
	10	114				10	114													15	
	56	944		72	050	128	994							108		108				16	
		796					796													17	
	2	209				2	209													18	
	12	438		15	738	28	176							23		23				19	
	2	092				2	092													20	
	5	808				5	808													21	
	32	701		41	377	74	078							62		62				22	
	2	097				2	097													23	
	5	822				5	822													24	
	32	780		41	476	74	256							62		62				25	
	20	849				20	849													26	
	57	885				57	885													27	
	325	890		412	345	738	235							619		619				28	
		223					223													29	
		619					619													30	
	3	487		4	411	7	898							6		6				31	
	31	970				31	970													32	
	2	608		7	225	9	833							6		6				33	
	2	222				2	222													34	
		14					14													35	
		896		6	060	6	956							41		41				36	
																				37	
																				38	
		264					264													39	
																				40	
				54	980	54	980							50		50				41	
				21	372	21	372							494		494				42	
		110					110													43	
	2	828		5	404	8	232							36		36				44	
																				45	
	14	244		223	636	237	880							362		362				46	
	9	336				9	336													47	
				166	211	166	211							131		131				48	
																				49	
																				50	
																				51	
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	52

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	x x	x x
MAINTENANCE OF WAY AND STRUCTURES—Continued				
53	(270) Dismantling retired road property.....		10	835
54	(271) Small tools and supplies.....		121	682
55	(272) Removing snow, ice, and sand.....			133
56	(273) Public improvements—Maintenance.....		11	593
57	(274) Injuries to persons.....		93	004
58	(275) Insurance.....			208
59	(276) Stationery and printing.....		3	637
60	(277) Employees' health and welfare benefits.....		84	009
61	(281) Right-of-way expenses.....			
62	(282) Other expenses.....		1	948
63	(278) Maintaining joint tracks, yards, and other facilities—Dr.....			
64	(279) Maintaining joint tracks, yards, and other facilities—Cr.....		(10)	785
65	Total—All road property depreciation (account 266).....		238	262
66	Total—All other maintenance of way and structures accounts.....	2	877	174
67	Total maintenance of way and structures.....	3	115	416
MAINTENANCE OF EQUIPMENT				
68	(301) Superintendence.....		57	133
69	(302) Shop machinery.....		1	237
70	(304) Power-plant machinery.....			80
71	(305) Shop and power-plant machinery—Depreciation (p. 314).....		3	559
72	(306) Dismantling retired shop and power-plant machinery.....			
73	(308) Steam locomotives—Repairs—Yard.....			
74	Steam locomotives—Repairs—Other.....			
75	(311) Other locomotives—Repairs, Diesel locomotives—Yard.....			
76	Other locomotives—Repairs, Diesel locomotives—Other.....		122	023
77	Other locomotives—Repairs, Other than Diesel—Yard.....			
78	Other locomotives—Repairs, Other than Diesel—Other.....			
79	(314) Freight-train cars—Repairs*.....		363	575
80	(317) Passenger-train cars—Repairs.....		3	279
81	(323) Floating equipment—Repairs.....			
82	(326) Work equipment—Repairs.....		110	244
83	(328) Miscellaneous equipment—Repairs.....		34	880
84	(329) Dismantling retired equipment.....			53
85	(330) Retirements—Equipment (p. 314).....			
86	(331) Equipment—Depreciation (p. 314).....		9	186
87	(332) Injuries to persons.....		1	209
88	(333) Insurance.....			208
89	(334) Stationery and printing.....		3	397
90	(335) Employees' health and welfare benefits.....		30	334
91	(339) Other expenses.....			212
92	(336) Joint maintenance of equipment expenses—Dr.....			
93	(337) Joint maintenance of equipment expenses—Cr.....			
94	Total—All equipment depreciation (accounts 305 and 331).....		12	745
95	Total—All other maintenance of equipment accounts.....		727	894
96	Total maintenance of equipment.....		740	639
TRAFFIC				
97	(351) Superintendence.....		32	779
98	(352) Outside agencies.....		39	990
99	(353) Advertising**.....			245
100	(354) Traffic associations.....		12	578
101	(355) Fast freight lines.....			
102	(356) Industrial and immigration bureaus.....			
103	(357) Insurance.....			400
104	(358) Stationery and printing.....		2	360
105	(359) Employees' health and welfare benefits.....		1	990
106	(360) Other expenses.....			
107	Total traffic.....		90	343
108	*Includes debits of \$ None for charges on account of work done by others and includes credits of \$ 31,974 on account of work charged to others.			
109	**Value of transportation issued in exchange for advertising, \$ None			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					Line No.
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$	x	x	\$	x	x	\$	x	x	\$	x	x	\$	x	x	\$	x	x	\$	x	x	
	10	835					10	835													53
				121	584		121	584						98		98					54
					132			132						1		1					55
	7	492		4	098		11	590						3		3					56
				92	927		92	927						77		77					57
		208						208													58
	1	069		2	566		3	635						2		2					59
		143		83	799		83	942						67		67					60
				1	946		1	946						2		2					61
																					62
	(10	785)					(10	785)													63
	14	244		223	636		237	880						362		362					64
1	358	958	1	515	492	2	874	450						2	724	2	724				65
1	373	202	1	739	128	3	112	330						3	086	3	086				66
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	67
				57	082		57	082						51		51					68
				1	230		1	230						7		7					69
		80						80													70
				3	540		3	540						19		19					71
																					72
																					73
																					74
	122	023					122	023													75
																					76
	363	575					363	575													77
										3	279					3	279				78
																					79
				110	145		110	145						99		99					80
				34	849		34	849						31		31					81
		53						53													82
																					83
																					84
																					85
																					86
				8	846		9	178						8		8					87
				1	202		1	202						7		7					88
					207			207						1		1					89
				3	378		3	378						19		19					90
				30	164		30	164						170		170					91
					241			241						1		1					92
																					93
		332		12	386		12	718						27		27					94
	485	731		238	498		724	229		3	279			386		3	665				95
	486	063		250	884		736	947		3	279			413		3	692				96
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	97
	32	779					32	779													98
	39	990					39	990													99
		246						246													100
	12	578					12	578													101
																					102
		400						400													103
	2	360					2	360													104
	1	990					1	990													105
																					106
	90	343					90	343													107
																					108
																					109

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year	
		(a)	(b)
	TRANSPORTATION—RAIL LINE	\$	
110	(371) Superintendence		225 658
111	(372) Dispatching trains		461
112	(373) Station employees		622 580
113	(374) Weighing, inspection, and demurrage bureaus		9 490
114	(375) *Coal and ore wharves		72 368
115	(376) Station supplies and expenses		
116	(377) Yardmasters and yard clerks		
117	(378) Yard conductors and brakemen		
118	(379) Yard switch and signal tenders		
119	(380) Yard enginemen		
120	(382) Yard switching fuel		
121	(383) Yard switching power produced		
122	(384) Yard switching power purchased		
123	(385) Water for yard locomotives		
124	(386) Lubricants for yard locomotives		
125	(387) Other supplies for yard locomotives		
126	(388) Enginehouse expenses—Yard		
127	(389) Yard supplies and expenses		
128	(392) Train enginemen		613 371
129	(394) Train fuel		248 007
130	(395) Train power produced		
131	(396) Train power purchased		
132	(397) Water for train locomotives		
133	(398) Lubricants for train locomotives		(1 797)
134	(399) Other supplies for train locomotives		5 872
135	(400) Enginehouse expenses—Train		60 757
136	(401) Trainmen	1	063 317
137	(402) Train supplies and expenses*		188 772
138	(403) Operating sleeping cars		
139	(404) Signal and interlocker operation		(341)
140	(405) Crossing protection		31 655
141	(406) Drawbridge operation		66 259
142	(407) Communication system operation		16 216
143	(408) Operating floating equipment		
144	(409) Employees' health and welfare benefits		109 486
145	(410) Stationery and printing		29 112
146	(411) Other expenses		1 353
147	(414) Insurance		(2 272)
148	(415) Clearing wrecks		113 353
149	(416) Damage to property		26 206
150	(417) Damage to livestock on right of way		11 209
151	(418) Loss and damage—Freight		60 036
152	(419) Loss and damage—Baggage		
153	(420) Injuries to persons		113 783
154	(390) Operating joint yards and terminals—Dr		
155	(391) Operating joint yards and terminals—Cr		71 166
156	(412) Operating joint tracks and facilities—Dr		1 203
157	(413) Operating joint tracks and facilities—Cr		(26 921)
158	Total transportation—Rail line	3	665 027
	*Includes gross charges and credits for heater and refrigerator service as follows:		
159	Freight train cars: Refrigerator—Charges		
160	—Credits		
161	Heater—Charges		
162	—Credits		
163	TOFC trailers: Refrigerator—Charges		
164	—Credits		
165	Heater—Charges		
166	—Credits		

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Other expenses not related to either freight or to passenger and allied services	Line No.						
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services					Total passenger expense					
(c)			(d)			(e)			(f)			(g)					(h)			(i)		
\$			\$			\$			\$			\$					\$			\$		
		564		222	145		222	709					2	949		2	949				110	
		461						461													111	
	618	784					618	784		3	796					3	796				112	
	9	490					9	490													113	
																					114	
	78	747					78	747		621						621					115	
																					116	
																					117	
																					118	
																					119	
																					120	
																					121	
																					122	
																					123	
																					124	
																					125	
																					126	
																					127	
	598	591					598	591		14	780					14	780				128	
	247	053					247	053		954						954					129	
																					130	
																					131	
																					132	
	(1	797)					(1	797)													133	
	5	872					5	872													134	
	60	757					60	757													135	
1	046	142				1	046	142		17	175					17	175				136	
	185	673					185	673		3	099					3	099				137	
																					138	
																					139	
	(333)						(333)			(8)						(8)					140	
	30	940					30	940		715						715					141	
	66	259					66	259													142	
	16	201					16	201		15						15					143	
																					144	
	(185)		108	234		108	049					1	437		1	437					145	
	25	973		3	039		29	012				100			100						146	
	813			533			1	346				7			7						147	
	(2	272)					(2	272)													148	
	113	353					113	353													149	
	26	206					26	206													150	
	11	209					11	209													151	
	60	036					60	036													152	
																					153	
	113	783					113	783													154	
																					155	
	(1	166)					(1	166)													156	
	1	203					1	203													157	
	(26	921)					(26	921)													158	
3	285	436		333	951	3	619	387		41	147		4	493		45	640				159	

320. RAILWAY OPERATING EXPENSES--Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$		
	MISCELLANEOUS OPERATIONS			
167	(441) Dining and buffet service.....			
168	(442) Hotels and restaurants.....			
169	(443) Grain elevators.....			
170	(445) Producing power sold.....			
171	(446) Other miscellaneous operations.....			
172	(449) Employees' health and welfare benefits.....			
173	(447) Operating joint miscellaneous facilities—Dr.....			
174	(448) Operating joint miscellaneous facilities—Cr.....			
175	Total miscellaneous operations.....			
	GENERAL			
176	(451) Salaries and expenses of general officers.....			
177	(452) Salaries and expenses of clerks and attendants.....			
178	(453) General office supplies and expenses.....			
179	(454) Law expenses.....			
180	(455) Insurance.....			
181	(456) Employees' health and welfare benefits.....			
182	(457) Pensions.....			
183	(458) Stationery and printing.....			
184	(460) Other expenses*.....			
185	(461) General joint facilities—Dr.....			
186	(462) General joint facilities—Cr.....			
187	Total general expenses.....			
188	Grand total railway operating expenses.....			
189	Operating ratio (ratio of operating expenses to operating revenues) 82.85 percent. (Two decimal places required).....			
190	Amount of employee compensation† (applicable to the current year) chargeable to operating expenses: \$ 4,389,967.....			

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

Description of payments

Amount

\$

Severance payment

63,481

\$ 63,481

†Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at punitive rates in other services; and "constructive allowances, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons, should be shown in Schedule 361C and not included in this return.)

320. RAILWAY OPERATING EXPENSES—Concluded

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																		Other expenses not related to either freight or to passenger and allied services			Line No.
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense						
(c)			(d)			(e)			(f)			(g)			(h)			(i)			
\$			\$			\$			\$			\$			\$			\$			
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	
																					165
																					166
																					167
																					168
																					169
																					170
																					171
																					172
																					173
x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	
				7	281		7	281					51		51						174
				131	400		131	400					913		913						175
				10	460		10	460					73		73						176
				53	269		53	269					370		370						177
					396			396					3		3						178
				7	240		7	240					50		50						179
				89	752		89	752					624		624						180
				1	672		1	672					12		12						181
				77	937		77	937					542		542						182
																					183
																					184
				379	407		379	407					2	638		2	638				185
5	235	044		2	703	370	7	938	414		44	426		10	630		55	056			186
x x	x x	x x	x x	x x	x x			82	45	x x	x x	x x	x x	x x		276	75	x x	x x	x x	187

322. ROAD PROPERTY—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year	
		(b)	
		\$	
301	(1) Engineering.....		6 452
302	(2½) Other right-of-way expenditures.....		
303	(3) Grading.....		10 517
304	(5) Tunnels and subways.....		57 140
305	(6) Bridges, trestles, and culverts.....		95 227
306	(7) Elevated structures.....		
307	(13) Fences, snowsheds, and signs.....		
308	(16) Station and office buildings.....		13 697
309	(17) Roadway buildings.....		1 371
310	(18) Water stations.....		379
311	(19) Fuel stations.....		168
312	(20) Shops and enginehouses.....		2 296
313	(21) Grain elevators.....		
314	(22) Storage warehouses.....		
315	(23) Wharves and docks.....		
316	(24) Coal and ore wharves.....		
317	(26) Communication systems.....		33 204
318	(27) Signals and interlockers.....		7 566
319	(29) Power plants.....		
320	(31) Power-transmission systems.....		310
321	(35) Miscellaneous structures.....		
322	(37) Roadway machines.....		7 434
323	(39) Public improvements—Construction.....		2 481
324	All other road accounts.....		
325	Total (account 266).....		238 242

324. RETIREMENTS—ROAD

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

Line No.	Subaccount (a)	Amount of operating expenses for the year	
		(b)	
		\$	
341	(1) Engineering.....		2 471
342	(2½) Other right-of-way expenditures.....		
343	(3) Grading.....		8 513
344	(5) Tunnels and subways.....		
345	(8) Ties.....		(3 909)
346	(9) Rails.....		(15 660)
347	(10) Other track material.....		4 502
348	(11) Ballast.....		1 288
349	(12) Track laying and surfacing.....		(83)
350	(38) Roadway small tools.....		
351	(39) Public improvements—Construction.....		
352	(43) Other expenditures—Road.....		
353	(76) Interest during construction.....		7 280
354	(77) Other expenditures—General.....		4 094
355	(80) Other elements of investment.....		
356	All other road accounts.....		840
357	Total (account 267).....		9 336

322. ROAD PROPERTY—DEPRECIATION

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																				Line No.	
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
				6	447			6	447					5			5				301
				10	509			10	509					8			8				302
				57	094			57	094					46			46				303
				95	151			95	151					76			76				304
																					305
																					306
	13	697						13	697												307
				1	370			1	370					1			1				308
		379							379												309
		168							168												310
				2	281			2	281					15			15				311
																					312
																					313
																					314
																					315
				33	174			33	174					30			30				316
				7	395			7	395					171			171				317
																					318
					308				308					2			2				319
																					320
				7	428			7	428					6			6				321
				2	479			2	479					2			2				322
																					323
																					324
	14	244		223	636			237	880					362			362				325

324. RETIREMENTS—ROAD

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																				Line No.	
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
	2	471						2	471												341
	8	513						8	513												342
																					343
	(3	909)						(3	909)												344
	(15	660)						(15	660)												345
	4	502						4	502												346
	1	288						1	288												347
	(83)							(83)													348
																					349
																					350
																					351
																					352
	7	280						7	280												353
	4	094						4	094												354
																					355
	840							840													356
	9	336						9	336												357

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)		
		\$		
391	(44) Shop machinery		3	535
392	(45) Power-plant machinery			24
393	Total (account 305)		3	559

328. RETIREMENTS—EQUIPMENT

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

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

330. EQUIPMENT—DEPRECIATION

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

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)		
		\$		
431	(51) Steam locomotives—Yard			
432	(51) Steam locomotives—Other			
433	(52) Other locomotives—Yard			
434	(52) Other locomotives—Other			
435	(53) Freight-train cars			332
436	(54) Passenger-train cars			
437	(56) Floating equipment			
438	(57) Work equipment		8	218
439	(58) Miscellaneous equipment			636
440	Total (account 331)		9	186

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

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Other expenses not related to either freight or to passenger and allied services	Line No.					
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)					Total passenger expense (h)				
\$			\$			\$			\$			\$			\$			\$			
				3	516		3	516						19			19				391
					24			24													392
				3	540		3	540						19			19				393

328. RETIREMENTS—EQUIPMENT—Continued

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

330. EQUIPMENT—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Other expenses not related to either freight or to passenger and allied services	Line No.				
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)					Total passenger expense (h)			
\$			\$			\$			\$			\$			\$			\$		
																				431
																				432
																				433
		332						332												434
																				435
																				436
				8	211		8	211						7			7			437
					635			635						1			1			438
		332		8	846		9	178						8			8			439
																				440

350. RAILWAY TAX ACCRUALS

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

spondent's Income account for the year.

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

A. Other Than U.S. Government Taxes					B. U.S. Government Taxes				
Line No.	State (a)	Amount (b)			Kind of tax (c)	Amount (d)			Line No.
		\$				\$			
1	Alabama				Income taxes:	x x	x x	x x	
2	Alaska				Normal tax and surtax				58
3	Arizona				Excess profits				59
4	Arkansas				TOTAL—Income taxes				60
5	California		431	572	Old-age retirement*		409	537	61
6	Colorado				Unemployment insurance		89	324	62
7	Connecticut				All other United States taxes		1	267	63
8	Delaware				Total—U.S. Government taxes		500	198	64
9	Florida				GRAND TOTAL—Railway Tax Accruals		931	770	
10	Georgia				(account 532)				65
11	Hawaii				C. Analysis of Federal Income Taxes				
12	Idaho				Provision for income taxes based on taxable net income recorded in the accounts for the year	\$			66
13	Illinois				Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation		80	384	67
14	Indiana				Net increase (or decrease) because of accelerated amortization of facilities under section 165 of the Internal Revenue Code for tax purposes and different basis used for book depreciation			241	68
15	Iowa				Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1962				69
16	Kansas				Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis used for book depreciation				70
17	Kentucky				Net decrease or (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code				71
18	Louisiana								72
19	Maine				Not accrued in income taxes as				73
20	Maryland				there was no taxable income.				74
21	Massachusetts								75
22	Michigan				Net applicable to the current year		80	143	76
23	Minnesota				Adjustments applicable to previous years (net debit or credit), except carry-backs and carry-overs				77
24	Mississippi				Adjustments for carry-backs				78
25	Missouri				Adjustments for carry-overs				79
26	Montana				Total		80	143	80
27	Nebraska				Distribution:	x x	x x	x x	81
28	Nevada				Account 532				82
29	New Hampshire				Account 590				83
30	New Jersey				Other (Specify)				84
31	New Mexico								85
32	New York				Total		80	143	86
33	North Carolina				Note.—The amount shown on line 60 should equal line 83; the amount shown on line 82 should equal line 87.				87
34	North Dakota				*Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:				
35	Ohio				Hospital insurance	\$	22,251		88
36	Oklahoma				Supplemental annuities		64,699		89
37	Oregon								
38	Pennsylvania								
39	Rhode Island								
40	South Carolina								
41	South Dakota								
42	Tennessee								
43	Texas								
44	Utah								
45	Vermont								
46	Virginia								
47	Washington								
48	West Virginia								
49	Wisconsin								
50	Wyoming								
51	District of Columbia								
52	OTHER	x x	x x	x x					
53	Canada								
54	Mexico								
55	Puerto Rico								
56									
57	TOTAL—Other than U.S. Government taxes		431	572					

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

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

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

Line No.	Description of property (a)	Name of lessee (b)	Total rent accrued during year (account 509) (c)		
			\$		
1	N O N E				
2					
3					
4					
5		Total			

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

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

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

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

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

N O N E

372. MISCELLANEOUS RENT INCOME

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

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

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

Line No.	DESCRIPTION OF PROPERTY		Name of lessee (c)	Amount of rent (d)		
	Name (a)	Location (b)		\$		
31	Minor items, each less than \$100,000				158	401
32						
33						
34						
35						
36						
37						
38						
39						
40						
41						
42						
43						
44						
45			TOTAL		158	401

375. SEPARATELY OPERATED PROPERTIES—PROFIT OR LOSS

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

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

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

Line No.	Description of property operated (a)	Location of property (b)	Name of operator (c)	ACCruED TO RESPONDENT			
				Profit (d)		Loss (e)	
				\$		\$	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10			TOTAL				

N O N E

376. HIRE OF FREIGHT CARS

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

2. In column (b) show the total car-miles, both loaded and empty whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b) lines 1, 2, and 3 relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis. Exclude from lines 1, 2 and 3, data applicable to TOFC and COFC cars and cars rented on a combination mileage and per diem basis. These exclusions should be reported on lines 4 and 5 through 13, respectively.

3. On line 4, column (b), enter the total miles, loaded plus empty, traveled by TOFC or COFC cars. In columns (c) through (f), as applicable, enter the rentals paid for TOFC or COFC cars regardless of basis for charges.

4. On lines 5, 6 and 7, column (b), report mileage data applicable to all cars the rentals for which are charged only on a combination of mileage and per diem basis. In columns (c) through (f), report mileage charges applicable to miles reported on same lines in column (b). Exclude from lines 5, 6 and 7, data reported on lines 1 through 4 and 8 through 13.

5. On lines 8 through 13, report per diem charges of cars the mileage for which was reported in column (b), lines 5, 6 and 7.

6. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be reported on line 14, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on lines 8 through 13, column (c). Where other than TOFC cars are rented on a combination mileage and per diem basis, the total rental (mileage and per diem) is to be reported on line 15, Other basis.

7. Line 18 refers to the auto racks separate and apart from the cars on which the racks are installed.

Line no.	Item (a)	Car-miles (loaded and empty) See Instructions 2 and 3 (b)	CARS OF RESPONDENT OR OTHER CARRIERS (Excluding cars of private car lines)		CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines)	
			Gross amount receivable (c)	Gross amount payable (d)	Gross amount receivable (e)	Gross amount payable (f)
	FREIGHT CARS					
	Mileage basis:	xxxx	\$ xxxx	\$ xxxx	\$ xxxx	\$ xxxx
1	Tank cars -----	311,882		500		16,900
2	Refrigerator cars -----	698,103				35,700
3	All other cars -----	89,842				3,200
4	TOFC and/or COFC cars	107,656		12,300		
	Time and mileage basis:	xxxx	xxxx	xxxx	xxxx	xxxx
	Mileage portion:	xxxx	xxxx	xxxx	xxxx	xxxx
5	Unequipped box cars -----	NA	NA	NA	NA	NA
6	All other per diem cars -----	8,705,178		169,200		
7	Total -----	9,912,661		182,000		55,800
	Per diem portion:		xxxx	xxxx	xxxx	xxxx
	Unequipped box cars:		xxxx	xxxx	xxxx	xxxx
	U.S. ownership:		xxxx	xxxx	xxxx	xxxx
8	Basic -----		NA	NA	NA	NA
9	Incentive -----		NA	NA	NA	NA
	Canadian ownership:		xxxx	xxxx	xxxx	xxxx
10	Basic -----		NA	NA	NA	NA
11	Incentive -----		NA	NA	NA	NA
12	All other per diem cars -----		76,600	1,396,670		
13	Total -----		76,600	1,396,670		55,800
14	Leased rental-railroads, insurance and other companies -----					
15	Other basis -----					
	OTHER FREIGHT CARRYING EQUIPMENT					
16	Refrigerated highway trailers -----					
17	Other highway trailers -----					
18	Auto racks -----					
19	GRAND TOTAL (lines 7, 13 and 14-18) -----		76,600	1,578,670		55,800
20	Net balance carried to income account: Credit, \$ -----; debit, \$ -----					1,557,870
	Net balance of unequipped box car rentals carried to income account:					
		Credit		Debit		
21	Basic -----	\$ -----		\$ -----		
22	Incentive -----	\$ -----		\$ -----		

377. LOCOMOTIVE RENTALS

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

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Locomotives of respondent or other carriers:	x x	x x	x x	x x	x x	x x	
2	Mileage basis.....							
3	Per diem basis.....							
4	Other basis.....			1 025		370	877	
5	Locomotives of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....							
9	Other basis.....							
10	Total.....	*		1 025		370	877	

378. PASSENGER-TRAIN CAR RENTALS

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

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Cars of respondent or other carriers:	x x	x x	x x	x x	x x	x x	
2	Mileage basis.....							
3	Per diem basis.....							
4	Other basis.....					13	195	
5	Cars of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....							
9	Other basis.....							
10	Total.....					13	195	

* Per call to carrier. Revised schedule to be submitted.

383. RENT FOR LEASED ROADS AND EQUIPMENT

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

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

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

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

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

Line No.	Name of lessor or reversioner and description of property (a)	CLASSIFICATION OF AMOUNT IN COLUMN (b)											
		Total rent accrued during year (Acct. 542)			Interest on bonds			Dividends on stocks			Cash		
		(b)			(c)			(d)			(e)		
		\$			\$			\$			\$		
1													
2	NONE												
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20	TOTAL												

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

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

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

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

NOTE.—Only changes during the year are required.

NONE

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

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)			Credits (d)		
			\$			\$		
1	519	Profit on sale or exchange of property				351	215	
2		Other items, each less than \$100,000				5	698	
3		Total account 519				356	913	
4								
5	551	Other items, each less than \$100,000		24	201			
6		Total account 551		24	201			
7								
8								
9								
10	570	None						
11	580	None						
12	590	None						
13	606	None						
14	616	None						
15	620	None						
16	621	None						
17	622	None						
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED INCOME ACCOUNTS

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1	100%	M	271 78			32 99	25 96	31 87	362 60
2										
3	1-J	50%	M	1 44						1 44
4										
5		Total-Class 1 and 1-J Main		273 22			32 99	25 96	31 87	364 04
6										
7	1	100%	B	48 04			2 86	8 45	1 16	60 51
8										
9	1-J	50%	B	1 32			3 35	2 88		7 55
10										
11		Total-Class 1 and 1-J Branch		49 36			6 21	11 33	1 16	68 06
12										
13		Total-Class 1 and 1-J Main and Class 1 and 1-J Branch		322 58			39 20	37 29	33 03	432 10
14										
15	5	100%	M	46						46
16										
17	5	100%	B					5 02		5 02
18										
19		Total-Class 5 Main and Class 5 Branch		46				5 02		5 48
20										
21										
22										
23										
24		Total Main Line		273 68			32 99	25 96	31 87	364 50
25		Total Branch Line		49 36			6 21	16 35	1 16	73 08
26										
27										
28										
29		Grand Total		323 04			39 20	42 31	33 03	437 58
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										
40										
41										
42										
43										
44										
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55		TOTAL MAIN LINE								
56		TOTAL BRANCH LINES								
57		GRAND TOTAL		323 04			39 20	42 31	33 03	437 58
58		Miles of road or track electrified (included in preceding grand total)		3			9	2	3	7

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.					Miles of way switching tracks		Miles of yard switching tracks		Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)		(h)		(i)		(j)
1		Northwestern Pacific											
2		Railroad Company -											
3		at Willits							51				51
4													
5		Tracks at Willits,											
6		California											
7		Leased to California											
8		Western Railroad											
9		Rental 6% Per Annum											
10		on Valuation											
11		TOTAL							51				51

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

(For other than switching and terminal companies)

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

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

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

Line No.	State or territory	ROAD OPERATED BY RESPONDENT										LINE OWNED, NOT OPERATED BY RESPONDENT				New line constructed during year
		LINE OWNED				Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line		Branch lines			
		Main line (b)		Branch lines (c)							(i)	(j)				
	(a)	(a)													(k)	
1	California	(a) 272	50	(b) 48	70	9				(c) 1	84	2	323	04	3	
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16	TOTAL MILEAGE (single track)	272	50	48	70	9				1	84	2	323	04	3	

(a) Includes .72 mile which is 1/2 of 1.44 miles jointly owned with Southern Pacific Transportation Company.

(b) " .66 " " " " " 1.32 " " " " " " " " " "

(c) " .72 " " " " " 1.44 " " " " " " " " " "

" .66 " " " " " 1.32 " " " " " " " " " "

272.50

48.70

321.20

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switching and terminal companies only)

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

Classify the tracks, as follows:

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

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

Give subtotals for each of the several numbered classes.

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

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

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

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

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

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

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

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

Line No.	Class (a)	Name of owner (b)	Location (c)	Character of business (d)	Total mileage operated (e)		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
TOTAL							
Miles of road or track electrified (included in each preceding total)							

TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE

21							
22							
23							
24							
25							
26							
27							
28							
29							
TOTAL							

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

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

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

(For switching and terminal companies only)

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

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

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

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

417. INVENTORY OF EQUIPMENT

Instructions for reporting locomotive and passenger-train car data, pages 404 and 405:

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 (1); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the lease number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to

an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

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

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

sel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification.

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the rated continuous horsepower for traction. (One horsepower is equivalent to a force that will raise 33,000 pounds one foot in one minute,) or tractive effort of steam locomotive units; for 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.

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 AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification (g)	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)						
	<i>Locomotive Units</i>										(H.P.)	
1	Diesel-Freight-----A units-----											
2	Diesel-Freight-----B units-----											
3	Diesel-Passenger-----A units-----											
4	Diesel-Passenger-----B units-----											
5	Diesel-Multiple purpose--A units-----	19				7			26	26	45,500	
6	Diesel-Multiple purpose--B units-----											
7	Diesel-Switching-----A units-----	14					7		7	7	7,100	
8	Diesel-Switching-----B units-----											
9	Total (lines 1 to 8)-----	33				7	7		33	33	52,600	
10	Electric-Freight-----											
11	Electric-Passenger-----											
12	Electric-Multiple purpose-----											
13	Electric-Switching-----											
14	Total (lines 10 to 13)-----											
15	Other-----											
16	Grand total (lines 9, 14, 15)-----	33				7	7		33	33	XXXX	

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

Type or design of units (a)	Before Jan. 1, 1945 (b)	Between Jan. 1, 1945, and Dec. 31, 1949 (c)	Between Jan. 1, 1950, and Dec. 31, 1954 (d)	Between Jan. 1, 1955, and Dec. 31, 1959 (e)	Between Jan. 1, 1960, and Dec. 31, 1964 (f)	DURING CALENDAR YEAR					
						1965 (g)	1966 (h)	1967 (i)	1968 (j)	1969 (k)	1970 (l)
17 Diesel-----			23	10							
18 Electric-----											
19 Other-----											
20 Total (lines 17 to 19)-----			23	10							

417. INVENTORY OF EQUIPMENT—Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS
CHANGES DURING THE YEAR

UNITS AT CLOSE OF YEAR

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year	UNITS INSTALLED					UNITS AT CLOSE OF YEAR				
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	Units retired from service of respondent whether owned or leased, including reclassification	Owled and used	Leased from others	Total in service of respondent (col. (h)+(i))	Aggregate capacity of units reported in col. (i) (see ins. 7)	Leased to others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
	PASSENGER-TRAIN CARS										(Seating capacity)	
	Non-Self-Propelled											
21	Coaches [PA, PB, PBO]-----											
22	Combined cars											
	[All class C, except CSB]-----											
23	Parlor cars [PBC, PC, PL, PO]-----											
24	Sleeping cars [PS, PT, PAS, PDS]-----											
25	Dining, grill and tavern cars										XXXX	
	[All class D, PD]-----										XXXX	
26	Postal cars [All class M]-----											
27	Non-passenger carrying cars										XXXX	
	[All class B, CSB, PSA, IA]-----											
28	Total (lines 21 to 27)-----											
	Self-Propelled Rail Motorcars											
29	Electric passenger cars											
	[EP, ET]-----											
30	Electric combined cars [EC]-----											
31	Internal combustion rail motorcars								1	1	68	
	[ED, EG]----- Budd car	1										
32	Other self-propelled cars											
	(Specify types)-----	1							1	1	68	
33	Total (lines 29 to 32)-----	1							1	1	68	
34	Total (lines 28 and 33)-----	1							1	1	68	
	COMPANY SERVICE CARS											1
35	Business cars [PV]-----						1	5	1	6	XXXX	
36	Boarding outfit cars [MWX]-----	7									XXXX	
37	Derrick and snow removal cars							1	3	4	XXXX	
	[MWU, MWV, MWV, MWK]-----	4							5	5	XXXX	
38	Dump and ballast cars [MWB, MWD]-----	5										
39	Other maintenance and service equipment cars-----	57						50	7	57	XXXX	
40	Total (lines 35 to 39)-----	73					1	56	16	72	XXXX	1

417. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data, pages 406 and 407:

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

2. In column (p) give the number of units purchased new or built in company shops. In column (q) 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 (z); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (u); units rented from others for a period less than one year should not be included in column (v).

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS								
Line No.	Class of equipment and car designations (m)	Units in service of respondent at beginning of year		CHANGES DURING THE YEAR				Units retired from service of respondent whether owned or leased, including reclassification (t)
		Per diem (n)	Non-per diem (o)	UNITS INSTALLED				
				New units purchased or built ¹ (p)	New units leased from others (q)	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (r)	All other units, including reclassification and second hand units purchased or leased from others (s)	
FREIGHT-TRAIN CARS								
41	Box-General Service (unequipped) (All B (except B080), L070, R-00, R-01)-----							
42	Box-General Service (equipped) (A-20, A-30, A-40, A-50, R-06, R-07)-----							
43	Box-Special Service (A-00, A-10, B080)-----							
44	Gondola-General Service (All G (except G-9)-----							
45	Gondola-Special Service (G-9, J-00, all C, all E)-----							
46	Hopper (open top)-General Service (All H (except H-70)-----							
47	Hopper (open top)-Special Service (H-70, J-10, all K)-----							
48	Hopper (covered) (L-5)-----							
49	Tank (All T)-----							
50	Refrigerator (meat)-Mechanical (R-11, R-12)-----							
51	Refrigerator (other than meat) -Mechanical (R-04, R-10)-----							
52	Refrigerator (meat)-Non-Mechanical (R-02, R-08, R-09, R-14, R-15, R-17)-----							
53	Refrigerator (other than meat) -Non-Mechanical (R-03, R-05, R-13, R-16)-----							
54	Stock (All S)-----							
55	Autorack (F-5, F-6)-----							
56	Flat-General Service (F10-, F20-)-----							
57	Flat-Special Service (F30-, F-1-, F-20, F-30, F-40, F-9-, L-2-, L-3-)-----							
58	Flat-TOFC (F-7-, F-8-)-----							
59	All other (L-0-, L-1-, L-4-, L080, L090)-----							
60	Total (lines 41 to 59)-----							
61	Caboose (All N)-----		17					3
62	Total (lines 60 and 61)-----		17					3
63	Grand total, all classes of cars (lines 34, 40 and 62)-----		91					4
FLOATING EQUIPMENT								
64	Self-propelled vessels (Tugboats, car ferries, etc.)-----							
65	Non-self-propelled vessels (Car floats, lighters, etc.)-----							
66	Total (lines 64 and 65)-----							
		New units purchased or built			Units rebuilt or acquired			
		General funds		Incentive funds		General funds		Incentive funds
¹ Box, unequipped (which relate to incentive per diem order)								

417. INVENTORY OF EQUIPMENT—Continued

4. Column (y) should show aggregate capacity for all units reported in columns (w) and (x), 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. Freight-train car type codes shown in column (m) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to

permit a single code to represent several car type codes. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

6. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U. S. Class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

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

UNITS AT CLOSE OF YEAR

Owned and used (u)	Leased from others (v)	Total in service of respondent (col (u) + (v))		Aggregate capacity of units reported in col. (w) + (x) (see ins. 4) (y)	Leased to others (z)	Line No.
		Per diem (w)	Non- per diem (x)			
				(Tons)		
						41
						42
						43
						44
						45
						46
						47
						48
						49
						50
						51
						52
						53
						54
						55
						56
						57
						58
						59
						60
3	11		14	xxxxxxxxxxxxxx		61
3	11		14			62
59	28		87		1	63
						64
						65
						66

421. HIGHWAY MOTOR VEHICLE OPERATIONS

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

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

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

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

A. OPERATED BY RESPONDENT

(Revenue and nonrevenue service)

Line No.	Item (a)	Trucks (b)			Tractors (c)			Trailers and semitrailers (d)			Busses (e)			Combination bus-trucks (f)		
REVENUE SERVICE																
1	Vehicles owned or leased:															
2	Number available at beginning of year															
3	Number installed during the year															
4	Number retired during the year															
5	Number available at close of year															
6	Vehicle miles (including loaded and empty):															
7	Line haul (station to station):															
8	Passenger vehicle miles	x x	x x	x x	x x	x x	x x	x x	x x	x x						
9	Truck miles				x x	x x	x x				x x	x x	x x	x x	x x	x x
10	Tractor miles	x x	x x	x x							x x	x x	x x	x x	x x	x x
11	Terminal service:*															
12	Pick-up and delivery															
13	Transfer service															
14	Traffic carried:															
15	Tons—Revenue freight—Line haul				x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x
16	Tons—Revenue freight—Terminal service only				x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x
17	Revenue passengers—Line haul	x x	x x	x x	x x	x x	x x	x x	x x	x x				x x	x x	x x
18	Revenue passengers—Terminal service only	x x	x x	x x	x x	x x	x x	x x	x x	x x				x x	x x	x x
19	Traffic handled 1 mile:															
20	Ton-miles—Revenue freight—Line haul				x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x	x x
21	Revenue passenger-miles—Line haul	x x	x x	x x	x x	x x	x x	x x	x x	x x				x x	x x	x x
NONREVENUE SERVICE																
22	Vehicles owned or leased:															
23	Number available at beginning of year			1							1					
24	Number installed during the year															
25	Number retired during the year										1					
26	Number available at close of year			1												

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

B. OPERATED BY OTHERS

(Revenue service)

Line No.	Item (a)	Trucks (b)			Tractors (c)			Trailers and semitrailers (d)			Busses (e)			Combination bus-trucks (f)		
40	Traffic carried:															
41	Tons—Revenue freight			453	x	x	x	x	x	x	x	x	x	x	x	x
42	Revenue passengers	x	x	x	x	x	x	x	x	x			126	x	x	x
43	Traffic handled 1 mile:															
44	Ton-miles—Revenue freight			34,881	x	x	x	x	x	x	x	x	x	x	x	x
45	Revenue passenger-miles	x	x	x	x	x	x	x	x	x			18,683	x	x	x

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

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

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

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

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

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

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510. GRADE CROSSINGS

A—RAILROAD WITH RAILROAD

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

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

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

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Gatos (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year							1	1
2	Crossings added: New crossings								
3	Change in protection								
4	Crossings eliminated: Separation of grade								
5	Change in protection								
6	Other causes							1	1
7	Number at close of year								
	NUMBER AT CLOSE OF YEAR BY STATES:								
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									

510. GRADE CROSSINGS — Continued
B—RAILROAD WITH HIGHWAY

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

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

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

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

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

Line No.	Item of Annual Change	TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE													
		Automatic gates with flashing lights	Automatic flashing light signals	Gates manually operated		Watchmen only		Audible signals only	Other automatic signals	Total indicating warning of train approach	"Railroad Crossing" crossbuck signs only	Crossbuck signs with other fixed signs	Other fixed signs only	No signs or signals	Total crossings at grade
				24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day								
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
30	Number at beginning of year -----	19	44						22	85	112				197
31	Added: By new, extended or relocated highway -----	2	2							4	1				5
32	By new, extended or relocated railroad -----														
33	Total added -----	2	2							4	1				5
34	Eliminated: By closing or relocation of highway -----														
35	By relocation or abandonment of railroad -----														
36	By separation of grades -----														
37	Total eliminated -----														
38	Changes in protection: Number of each type added -----	3								3					3
39	Number of each type deducted -----								3	3					3
40	Net of all changes -----	5	2						(3)	4	1				5
41	Number at close of year -----	24	46						19	89	113				202
42	Number at close of year by States:														
43	California -----	5	24	46					19	89	113				202
44															
45															
46															
47															
48															
49															
50															
51															
52															
53															
54															
55															
56															

511. GRADE SEPARATIONS

HIGHWAY-RAILROAD

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

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

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

be the reporting railroad.

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

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

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

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

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year -----	32	7	39
2	Added: By new, extended or relocated highway -----			
3	By new, extended or relocated railroad -----			
4	By elimination of grade crossing ¹ -----			
5	Total added -----			
6	Deducted: By closing or relocation of highway -----			
7	By relocation or abandonment of railroad -----			
8	Total deducted -----			
9	Net of all changes -----			
10	Number at close of year -----	32	7	39
	Number at close of year by States:			
11	California -----	5	32	7
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				

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

513. TIES LAID IN REPLACEMENT

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

In column (a) classify the ties as follows:

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

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

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

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

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

Line No.	Class of ties	CROSSTIES						SWITCH AND BRIDGE TIES						Remarks
		Total number of ties applied		Average cost per tie	Total cost of crossties laid in previously constructed tracks during year		Number of feet (board measure) applied		Average cost per M feet (board measure)	Total cost of switch and bridge ties laid in previously constructed tracks during year				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)					
1	T	25	152	\$ 5 44	\$ 136 943	72	768	\$ 127 34	\$ 9 266					
2														
3														
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20	TOTAL	25	152	5 44	136 943	72	768	127 34	9 266					

21 Amount of salvage on ties withdrawn..... \$ 3,874
 22 Amount chargeable to operating expenses..... \$ 142,335
 23 Amount chargeable to additions and betterments..... \$
 24 Estimated number of crossties in all maintained tracks:

	Number	Percent of Total
(a) Wooden ties.....	1,127,895	100.00
(b) Other than wooden ties (steel, concrete, etc.).....		
TOTAL.....	1,127,895	100.00

The difference of \$524 between the \$142,335 shown as chargeable to operating expenses on line 22 and the \$142,859 reported as operating expenses against account 212 in schedule 320 consists of the following:

Charges to account 212 not included in schedule 5.3:

Adjustment between A&B and operating..... (\$1,073)
 Various miscellaneous adjustments..... 1,597
 \$ 524

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)	
1		759	\$ 6 65	\$ 5 047				
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	TOTAL	759	6 65	5 047				

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

22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid ~~5777~~ .60

The difference of \$4,434 between the totals of column (d) and (g) line 20 of this schedule and amount charged account 8 in schedule 211 consists of the following:

Schedule 211 account 8 column (e)	\$9,481
Schedule 514 columns (d) and (g)	5,047
Difference	\$4,434

Detail of difference:

Capitalized switch ties retained as cross ties	\$4,434
--	---------

515. RAILS LAID IN REPLACEMENT

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

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

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

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

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

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

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

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2	119	22	\$ 3,308	147.96				
2	4	75	19	575	30.00				
3	4	90	40	1,204	30.00				
4	4	110	766	22,975	30.00				
5	4	112	340	10,130	30.00				
6	4	113	24	721	30.00				
7	4	119	5	139	30.00				
8	4	130	21	618	30.00				
9	4	131	3	61	30.00				
10	4	132	267	8,012	30.00				
11	4	136	87	2,622	30.00				
12									
13									
14	2-		22	3,308					
15	4-		1,572	47,057					
16									
17									
18									
19									
20	TOTAL	XXXX	1,594	50,365	31.60	XXXX			

- 21 Number of tons (2,000 lb.) of relayers and scrap rail taken up 1,764
- 22 Salvage value of rails released \$ 52,934
- 23 Amount chargeable to operating expenses \$ (3,939)
- 24 Amount chargeable to additions and betterments \$ 1,370
- 25 Miles of new rails laid in replacement (all classes of tracks) † 21 (rail-miles).
- 26 Miles of new and second-hand rails laid in replacement (all classes of tracks) † 15.89 (rail-miles).
- 27 Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) * 119 (pounds).
- 28 Tons of rail sold as scrap and amount received therefor 967 (tons of 2,000 lb.); \$ 38,272
- 29 Track-miles of welded rail installed this year 3.52; total to date 10.71

Reconciliation of amount on line 23 with account 214

Line 23	(3,939)
Adjustment between A&B and operating	14,199
Rebuild rail joints and painting rails	23,829
Profit on sales to individuals	(13,890)
Miscellaneous adjustments	11,005
Total account 214	31,204

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

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

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

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

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

Line No.	Class of rail - (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2			\$		119	14	\$ 2 028	\$ 147 96
2	4					90	77	2 305	30 00
3	4					110	17	515	30 00
4	4					112	4	1-7	30 00
5									
6									
7	The difference of \$2,212 between the total of column (h) and line 24 of schedule 515 and total charged to account 9 on schedule 211 column (e) is due to the following:								
8									
9									
10	Schedule 211 investment account 9 col. (e)							\$8 557	
11	Schedule 516 column (h)							4 975	
12	Schedule 515 line 24							1 370	
13						Difference		\$2 212	
14	Various minor adjustments \$2,212								
15									
16						2 -	14	2 028	
17						4 -	98	2 147	
18									
19									
20	TOTAL	X X X X				X X X X	112	4 975	44 42

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid

22 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid ~~5957~~ .60

517. GAGE OF TRACK AND WEIGHT OF RAIL

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

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
	Pounds			
1	136	1.80		
2	31-32	31.82		
3	130	19.95		
4	119	.20		
5	115	.22		
6	112-113	117.31		
7	110	88.54		
8	90	10.56		
9	75	49.61		
10	65	1.19		
11				
12	Total	321.20		Standard Gage 4 feet 8½ inches
13				
14				
15				
16				
17				
18				
19				
20				

531. STATISTICS OF RAIL-LINE OPERATIONS

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

2. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U.S. class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

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

4. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Item 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the

average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Item No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Item 36, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

6. For net ton-miles, Item 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

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

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

Item No.	Item (a)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)		
1	Average mileage of road operated (State in whole numbers)			323			145			323	x	x	x
	TRAIN-MILES												
2	Diesel locomotives	386	607					386	607		x	x	x
3	Other locomotives										x	x	x
4	Total locomotives	386	607					386	607				
5	Motorcars				35	353		35	353				
6	Total train-miles	386	607		35	353		421	960				
	LOCOMOTIVE UNIT-MILES												
7	Road service	1	309	798				1	309	798	x	x	x
8	Train switching		219	018					219	018	x	x	x
9	Yard switching										x	x	x
10	Total locomotive unit-miles	1	528	816				1	528	816	x	x	x
	CAR-MILES												
11	Total motorcar car-miles				35	353		35	353		x	x	x
12	Loaded per diem freight cars	9	411	945				9	411	945	x	x	x
13	Loaded non-per diem freight cars		597	560					597	560	x	x	x
14	Empty per diem freight cars	9	839	678				9	839	678	x	x	x
15	Empty non-per diem freight cars		531	306					531	306	x	x	x
16	Caboose		392	294					392	294	x	x	x
17	Total freight car-miles (lines 12, 13, 14, 15 and 16)	20	772	783				20	772	783	x	x	x
18	Passenger coaches										x	x	x
19	Combination passenger cars (mail, express, or baggage, etc., with passenger)										x	x	x
20	Sleeping and parlor cars										x	x	x
21	Dining, grill and tavern cars										x	x	x
22	Head-end cars										x	x	x
23	Total (lines 18, 19, 20, 21, and 22)										x	x	x
24	Business cars										x	x	x
25	Crew cars (other than caboose)										x	x	x
26	Grand total car-miles (lines 11, 17, 23, 24 and 25)	20	772	783		35	353	20	808	136	x	x	x
	GROSS TON-MILES AND TRAIN-HOURS IN ROAD SERVICE												
27	Gross ton-miles of locomotives and tenders (thousands)	225	256					225	256		x	x	x
28	Gross ton-miles of freight-train cars, contents, and cabooses (thousands)	955	092					955	092		x	x	x
29	Gross ton-miles of passenger-train cars and contents (thousands)				2	023			2	023	x	x	x
30	Train-hours—Total	21	378		1	165		22	543		x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC												
31	Tons of revenue freight	x	x	x	x	x	x	2	448	276	x	x	x
32	Tons of nonrevenue freight	x	x	x	x	x	x		21	858	x	x	x
33	Total tons revenue and nonrevenue freight	x	x	x	x	x	x	2	470	134	x	x	x
34	Ton-miles—Revenue freight in road service (thousands)	x	x	x	x	x	x		421	224	x	x	x
35	Ton-miles—Revenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
36	Total ton-miles—Revenue freight (thousands)	x	x	x	x	x	x		421	224	x	x	x
37	Ton-miles—Nonrevenue freight in road service (thousands)	x	x	x	x	x	x		9	282	x	x	x
38	Ton-miles—Nonrevenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
39	Total ton-miles—Nonrevenue freight (thousands)	x	x	x	x	x	x		9	282	x	x	x
40	Net ton-miles of freight—Revenue and nonrevenue (thousands)	430	506					430	506		x	x	x
	REVENUE PASSENGER TRAFFIC												
41	Passengers carried—Total	x	x	x	x	x	x		6	317	x	x	x
42	Passenger-miles—Total	x	x	x	x	x	x		519	881	x	x	x

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

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

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

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

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

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

561C. COMPENSATION APPLICABLE TO PRIOR YEARS

Show hereunder, for each group of employees, the amount of compensation applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons. Additional compensation for the current year under labor awards or for other reasons is includible in I.C.C. Wage Statistics Form A and B, "Report of Employees, Service, and Compensation," for the calendar year. For purposes of this report, labor awards are intended to cover adjustments resulting from the decisions of Wage Boards and voluntary awards by the respondent incident thereto. Explain the nature of any amounts in excess of \$10,000 included in column (c) in a footnote.

Line No.	Group No.	Class of employees (a)	AMOUNT OF COMPENSATION					
			Under labor awards (b)			Other back pay (c)		
			\$			\$		Total (d)
1	I	Executives, officials, and staff assistants						
2	II	Professional, clerical, and general					595	595
3	III	Maintenance of way and structures					5 155	5 155
4	IV	Maintenance of equipment and stores					25 990	25 990
5	V	Transportation (other than train, engine, and yard)					440	440
6	VI (a)	Transportation (yardmasters, switch tenders, and hostlers)					6 811	6 811
7	VI (b)	Transportation (train and engine service)					38 991	38 991
8		TOTAL						

9 Amount of foregoing compensation that is chargeable to operating expenses: \$ 38,991

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

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

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

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)			Other compensation during the year (d)		
			\$			\$		
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
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43								
44								
45								
46								
47								
48								
49								
50								
51								
52								
53								

563. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES

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

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

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

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

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

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

Line No.	Name of recipient (a)	Description of service (b)	Amount of payment (c)	
			\$	
1	Association of Western Rail-			
2	ways	Prorata of expenses of association	4	149
3	California Railroad Associa-	Contribution to be used in connection with		
4	tion	association activities	13	891
5	National Railway Labor Confer-			
6	ence	Prorata of expenses of conference		186
7	Pacific Car Demurrage Bureau	Prorata of expenses of bureau	4	992
8	Pacific Southcoast Freight	Prorata of expenses of bureau	8	634
9	Bureau			
10	Transcontinental Freight Bureau	Prorata of expenses of bureau and tariffs	4	171
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				
TOTAL			36	023

571. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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

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

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	DIESEL	ELECTRIC	OTHER (STEAM, GAS TURBINE, ETC.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight.....	2,251,270			
2	Passenger.....				
3	Yard switching.....				
4	Total.....	2,251,270			
5	Work train.....	8,602			
6	GRAND TOTAL.....	2,259,872			
7	Total cost of fuel*.....	247,053			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	DIESEL	ELECTRIC	GASOLINE
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
11	Freight.....			
12	Passenger.....	7,585		
13	Yard switching.....			
14	Total.....	7,585		
15	Work train.....			
16	GRAND TOTAL.....	7,585		
17	Total cost of fuel*.....	954		

*Show cost of fuel charged to train and yard service (accounts Nos. 382 and 394, for other than electric, and accounts Nos. 383, 384, 395, and 396, for electric). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service.

NOTES AND REMARKS

581. CONTRACTS, AGREEMENTS, ETC.

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

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

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

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

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

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

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

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

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

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

- 1(a) Express companies - None
- 1(b) Mail - None
- 1(c) Sleeping, parlor and dining car companies - None
- 1(d) Freight or transportation companies or lines:

Agreement was entered into between Southern Pacific Company, (now Southern Pacific Transportation Company), Northwestern Pacific Railroad Company, Petaluma and Santa Rosa Railroad Company and Pacific Motor Trucking Company, effective November 10, 1939, and supplements thereto, covering service performed by Pacific Motor Trucking Company for Southern Pacific Company, (now Southern Pacific Transportation Company), Northwestern Pacific Railroad Company, and Petaluma and Santa Rosa Railroad Company, whether line haul transportation, pickup and delivery service, or other services for which Pacific Motor Trucking Company will be paid according to rates to be mutually agreed upon in writing, from time to time for such services by authorized officers of the parties hereto.

Supplemental agreement was entered into between same parties, effective May 11, 1953, to amend agreement effective November 10, 1939, to include and govern the acceptance by Pacific Trucking Company from carriers of trailers from and off rail flat cars and the subsequent haul of trailers by means of Pacific Motor Trucking Company's truck tractors to and from various points as shown in applicable tariffs and any supplementals thereto.

As provided in above mentioned agreement and supplements thereto, the following important separate letter agreements were entered into between Northwestern Pacific Railroad Company and Pacific Motor Trucking Company, subsequent to those agreements listed in Schedule 581 of previous years' report:

Letter agreement dated July 9, 1970, effective April 1, 1970 and July 1, 1970, establishes charges for transportation of freight and/or company material.

- 1(e) Other railway companies - None.
- 1(f) Steamboat or steamship companies - None.
- 1(g) Telegraph companies - None.
- 1(h) Telephone companies - None.
- 1(i) Equipment purchased under conditional sales contracts - None.
- 1(j) Other contracts - None.

591. CHANGES DURING THE YEAR

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

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

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

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

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

(Class 5) Line operated under trackage rights.

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

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

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

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

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

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.						Miles of way switching tracks		Miles of yard switching tracks		Total	Remarks	
			Miles of road		Miles of second main track		Miles of all other main tracks								Miles of passing tracks, cross-overs, and turn-outs
			(a)	(b)	(c)		(d)		(e)		(f)				(g)
1	1	M										15	15	January 1, 1970	
2	1	M		19	✓					04	✓		23	July 1, 1970	
3	1	M								02	✓		02	August 1, 1970	
4	1	M	13	36	✓					12	✓		13.48	September 1, 1970	
5	1	M		57	✓								57	October 1, 1970	
6	1	B								44	✓		44	February 1, 1970	
7	1	B								05	✓		05	May 1, 1970	
8	1	B	13	17	✓								13.17	September 1, 1970	
9	1	B								1	02	✓	1.02	December 1, 1970	
10	1-J	M	1	44	✓								1.44	September 1, 1970	
11															
12															
13	TOTAL INCREASE		28	73	✓					1	69	✓	15	30.57	

DECREASES IN MILEAGE

21	1	M							18	✓	18	January 1, 1970
22	1	M					09	✓			09	April 1, 1970
23	1	M	18	✓							18	July 1, 1970
24	1	M	13	17	✓						13.17	September 1, 1970
25	1	M	57	✓							57	October 1, 1970
26	1	B					16	✓	35	✓	51	February 1, 1970
27	1	B					04	✓			04	March 1, 1970
28	1	B					22	✓			22	May 1, 1970
29	1	B					02	✓			02	July 1, 1970
30	1	B	14	16	✓						14.16	September 1, 1970
31	1	B					31	✓			31	December 1, 1970
32	1-J	B	1	44	✓						1.44	September 1, 1970
33	TOTAL DECREASE		29	52			84	✓	53	✓	30	89

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

Owned by respondent:

Miles of road constructed None Miles of road abandoned None

Owned by proprietary companies:

Miles of road constructed None Miles of road abandoned None

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

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

Inquiries 3 & 4 - None

VERIFICATION

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

OATH

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

State of CALIFORNIA
County of SAN FRANCISCO } ss:

H. A. NELSON

(Insert here the name of the affiant)

makes oath and says that he is Controller

(Insert here the official title of the affiant)

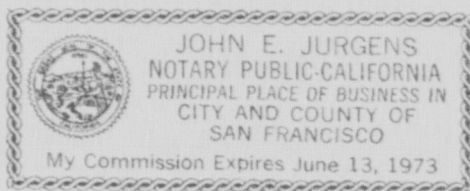
of Northwestern Pacific Railroad Company
(Insert here the exact legal title or name of the respondent)

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

January 1, 1970, to and including December 31, 1970

H. A. Nelson
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 8th day of March, 1971
My commission expires June 13, 1973 [Use an L. S. impression seal]



[Signature]
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of CALIFORNIA
County of SAN FRANCISCO } ss:

D. K. McNEAR

(Insert here the name of the affiant)

makes oath and says that he is President

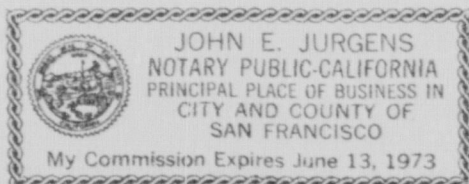
(Insert here the official title of the affiant)

of Northwestern Pacific 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, 1970, to and including December 31, 1970

D. K. McNear
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 8th day of March, 1971
My commission expires June 13, 1973 [Use an L. S. impression seal]



[Signature]
(Signature of officer authorized to administer oaths)

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