1920

FIFTY-SIXTH ANNUAL REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDED DECEMBER 31, 1920

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CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY

DIRECTORS

TERM EXPIRES MAY, 1921

SAMUEL H. FISHER	NEW YORK
DONALD G. GEDDES	NEW YORK
WILLIAM ROCKEFELLER	NEW YORK
JOHN A. STEWART	NEW YORK

TERM EXPIRES MAY, 1922

J. OGDEN ARMOUR	CHICAGO
STANLEY FIELD	CHICAGO
L. J. PETIT	MILWAUKEE
P. A. ROCKEFELLER	NEW YORK

TERM EXPIRES MAY, 1923

H. E. BYRAM	CHICAGO
A. J. EARLING	CHICAGO
EDWARD S. HARKNESS	NEW YORK
G. G. MASON	NEW YORK
JOHN D. RYAN	NEW YORK

EXECUTIVE COMMITTEE

H. E. BYRAM
SAMUEL H. FISHER
EDWARD S. HARKNESS
P. A. ROCKEFELLER
WILLIAM ROCKEFELLER
JOHN A. STEWART

OFFICERS

H. E. BYRAM	President	CHICAGO
R. M. CALKINS	Vice-President in charge of Traffic	CHICAGO
B. B. GREER	Vice-President in charge of Operation	CHICAGO
G. G. MASON	Vice-President	NEW YORK
H. B. EARLING	Vice-President	SEATTLE
E. D. SEWALL	Vice-President	CHICAGO
LEE W. SPRATLEN	Asst. to President	CHICAGO
J. W. TAYLOR	Asst. to President	CHICAGO
W. W. K. SPARROW	Asst. to President	CHICAGO
E. W. ADAMS	Secretary	MILWAUKEE
A. C. HAGENSICK	Assistant Secretary	MILWAUKEE
A. G. LOOMIS	Treasurer	CHICAGO
JOHN DICKIE	Assistant Treasurer	CHICAGO
F. B. SIMPSON	Ass't Treas., Ass't Sec'y and Transfer Agent	NEW YORK
R. J. MARONY	Ass't Treas., Ass't Sec'y and Transfer Agent	NEW YORK
WALTER V. WILSON	Comptroller	CHICAGO
C. F. LOWETH	Chief Engineer	CHICAGO
BURTON HANSON	General Counsel	CHICAGO
H. H. FIELD	General Solicitor	CHICAGO
J. T. GILLICK	General Manager—Lines East	CHICAGO
MACY NICHOLSON	General Manager—Lines West	SEATTLE

NOTICE OF
ANNUAL MEETING OF STOCKHOLDERS

TO THE STOCKHOLDERS OF THE
CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY:

NOTICE is hereby given to you that pursuant to the Articles of Association and By-Laws of said Railway Company, the Board of Directors of said Railway Company, has called the Annual Meeting of the Stockholders of said Railway Company for the choice or election of Directors and other purposes, and the transaction of such other business as may properly come before said meeting, to be held at the Principal Office of said Railway Company, Majestic Building, in the City of Milwaukee, State of Wisconsin, at twelve o'clock Noon, on Thursday, the twelfth day of May, 1921.

NOTICE is also hereby given to you that the question will be submitted for action at said meeting, of approving or giving approval to an Indenture of Lease, whereby the Chicago, Terre Haute & Southeastern Railway Company leases and demises its railways, property and franchises therein described, to the Chicago, Milwaukee and St. Paul Railway Company, for the term of Nine Hundred and Ninety-nine (999) years beginning July 1, 1921; and approving or giving approval to the terms and conditions of such Indenture of Lease which may include an option in favor of the Chicago, Milwaukee and St. Paul Railway Company to purchase the leased property.

Each Stockholder of said Railway Company will be entitled to one vote, either in person or by proxy, for every share of stock owned by him for thirty (30) days next preceding such meeting.

The Stock Transfer Books will be closed at the close of business at three o'clock P. M. on Monday, the 11th day of April, 1921, and reopened at the commencement of business at ten o'clock A. M. on Friday, the 13th day of May, 1921.

DATED, March 12th, 1921.

BY ORDER OF THE BOARD OF DIRECTORS,
E. W. ADAMS,
Secretary.

REPORT
OF THE
BOARD OF DIRECTORS

THE
FIFTY-SIXTH ANNUAL REPORT
OF THE DIRECTORS OF THE
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY
TO THE STOCKHOLDERS

FOR THE FISCAL YEAR ENDED DECEMBER 31, 1920

The Directors submit to the Stockholders the following report of the operations of the Company for the year ended December 31, 1920:

INCOME ACCOUNT.

RAILWAY OPERATING INCOME		
March 1 to December 31, inclusive:		
Railway operating revenues	$141,643,201.97	
Railway operating expenses	134,087,551.96	
Net railway operating revenue	7,555,650.01	
Railway tax accruals	6,179,992.14	
Uncollectible railway revenues	3,138.79	
Railway operating income *March 1 to December 31, inclusive:*		$ 1,372,519.08
OTHER INCOME FOR YEAR:		
Rents—Received	$ 912,535.92	
Dividends on stocks	33,157.67	
Interest on bonds	69,168.68	
Interest on other securities and accounts	1,502,735.55	
Amount accrued under guarantee provision, Section 209, Transportation Act, 1920	22,250,811.05	
Compensation accrued under agreement with United States Railroad Administration for two months, January and February, 1920	4,640,721.20	
Miscellaneous income	346,645.63	29,755,775.70
Gross income		$ 31,128,294.78
DEDUCTIONS:		
Interest on funded debt	$ 17,593,581.29	
Interest on unfunded debt	2,240,811.05	
Hire of equipment	3,874,141.40	
Rents—Paid	1,171,833.56	
Revenue prior to January 1, 1918	154,235.02	
Expense prior to January 1, 1918	919,211.46	
Miscellaneous	808,410.49	26,762,224.27
NET INCOME		$ 4,366,070.51

FINAL SETTLEMENT
with
UNITED STATES RAILROAD ADMINISTRATION

Federal control of the railroads terminated March 1, 1920, on which date the President of the United States relinquished possession and control of all railroads and systems of transportation then under Federal control, and ceased the use and operation thereof.

The Transportation Act, 1920, provides that as soon as practicable after the termination of Federal control, the President of the United States shall adjust, settle and liquidate, and wind up, all matters, including compensation and all questions and disputes of whatsoever nature, arising out of, or incident to, Federal control. Accordingly, the proper officers of the Company, at the direction of its Board of Directors, entered upon negotiations with the Director General of Railroads, acting as Agent for the President, for a final settlement of all demands of every kind and character as between the Director General of Railroads, the United States, the President, or the United States Railroad Administration, and this Company, arising out of, or incident to, Federal control. After several months of negotiation, a final settlement was, with the approval of the Board of Directors of this Company, entered into between this Company and the Director General of Railroads November 1st, 1920, whereby the Director General paid this Company in cash, in addition to the amounts previously paid, Thirteen Million, Seven Hundred Fifty Thousand Dollars ($13,750,000.00) and funded the cost of all additions and betterments made by him to the Company's property, exclusive of equipment purchased, which is covered by an Equipment Trust Agreement, by accepting from the Company, its note for Twenty Million Dollars ($20,000,000.00) dated November 1, 1920, and payable March 1, 1930, with interest at the rate of six per cent per annum.

The $13,750,000.00 was applied in payment of the note held by the War Finance Corporation, amounting to $11,500,000.00, and on the unpaid balance due banks on the notes of $4,000,000.00, referred to on page 9 of the annual report for the year 1919.

In negotiating the settlement, differences developed between the claims of the Company and the Director General, particularly those relating to maintenance expenditures, and rather than involve the Company in prolonged and expensive litigation, the outcome of which would necessarily be uncertain, the Board favored a final settlement at this time upon the terms above stated, believing it to be for the best interests of the Company.

GUARANTY PERIOD.

Under the provisions of the Transportation Act, 1920, the United States Government, among other things, guaranteed the Company that its railway operating income for the Guaranty Period, as a whole—March 1, 1920, to September 1, 1920—shall not be less than one-half of the amount named in the contract between the Director General of Railroads and the Company as annual compensation during the period of Federal control. The Act directs the Interstate Commerce Commission, as soon as practicable after September 1, 1920, to ascertain and certify to the Secretary of the Treasury, the amount necessary to make good the guaranty to the Company.

The Company has filed with the Commission a statement of its operations during the Guaranty Period and it is expected that a final settlement will soon be made.

The Company has received as of December 31, 1920, advances on account of the guaranty totaling $14,297,702, of which amount $6,471,457 was used in payment of increases in wages to its employes from May 1, 1920, to August 31, 1920, in accordance with the decision of the United States Railway Labor Board, and the balance, $7,826,245, was used for interest payments on the Mortgage Bonds and Equipment Trust Notes of the Company.

ADDITIONS AND BETTERMENTS.

EQUIPMENT.

A contract was made with the Baldwin Locomotive Works for 100 Mikado type locomotives. During the year 71 were delivered. The remaining 29 have been delivered since the close of the year.

In December, 1919, twenty Class B-4 compound locomotives were sent to the Baldwin Works for conversion to simple type superheated locomotives, Class G-8. The work was completed and all locomotives returned to the Company before the end of July, 1920.

Fourteen Class B-2 and 16 Class B-3 and B-4 compound locomotives were sent to the Baldwin Locomotive Works for conversion, the B-2 and B-3 to simple type and the B-4 to simple type superheated locomotives. The work on these 30 locomotives has been completed and they have all been returned to the Company since the end of the year.

Fifteen electric passenger locomotives were received during the year. Five of these were placed in service on the Coast Division and ten on the Rocky Mountain and Missoula Divisions. Ten of the old type of electric locomotives, which were previously used in passenger service on the Rocky Mountain and Missoula Divisions, were converted into freight locomotives and placed in service on the Coast Division.

During the year 1920 the 100 Mikado type locomotives and the 4,000 box cars allocated by the United States Railroad Administration, which were received and placed in service during Federal Control, were acquired under an Equipment Trust Agreement.

No passenger cars were acquired during the year.

STATION BUILDINGS AND FACILITIES.

The new passenger and freight station at Ortonville, Minnesota, construction of which was commenced in 1919, to comply with an order of the Minnesota Railroad and Warehouse Commission, was completed during the year.

A new 116-pen stock yard, complete with necessary buildings, was constructed at Aberdeen, S. D.

YARDS.

A connecting track was constructed at west end of yard at Chamberlain, S. D., to facilitate train movements.

Additional land was purchased near Renton, Washington, for a proposed receiving and assembling yard.

At Aberdeen, S. D., yard tracks were extended westward about 3,000 feet to accommodate long freight trains, and two tracks in the vicinity of the passenger station were extended to facilitate the operation of long passenger trains.

ENGINE HOUSES.

A four-stall engine house was constructed at Platte, S. D., replacing a two-stall house destroyed by fire in September, 1919.

A three-stall engine house was constructed at Preston, Minnesota, replacing an old two-stall house that was destroyed by fire in May, 1919.

At Nahant, Iowa, an extension of five stalls was made to the existing house.

SHOPS.

A new machine shop at Galewood, 262'x112', replacing portion of engine house destroyed by fire in March, 1919, work on which was commenced in 1919, was completed.

COALING STATIONS.

Mechanical coaling plants of two hundred ton capacity were constructed at Davis Junction, Illinois, and Corliss, Wisconsin. A plant of seventy-five ton capacity was constructed at Dubuque, Iowa.

WATER STATIONS.

Work was commenced on the construction of water treating plants at the following places: Iowa and Dakota Division—Sanborn and Rock Valley, Iowa; Canton, Lennox, Marion Junction, Bridgewater, and Chamberlain, S. D.; Sioux City and Dakota Division—Vermillion, Yankton, Ethan, Tabor, Avon, Tyndall, and Platte, S. D. The plants at Canton and Chamberlain were completed and put in service before the end of the year, and since then the plants at Yankton, Vermillion, and Rock Valley have been completed and put in service.

Work on a new water station at Tyndall and work for increasing the quantity and improving the quality of present supplies at Yankton, Scotland, and Platte on the Sioux City and Dakota Division, and at Lennox and Plankinton on the Iowa and Dakota Division, all in the State of South Dakota, was begun and it is expected will be completed in 1921. New wells were drilled at these locations.

BALLAST.

On the Trans-Missouri Division branch line, Trail City, S. D., to Faith, S. D., between Faith and Promise, 12 miles were ballasted with cinders.

On the Sioux City and Dakota Division on 40 miles of track between Scotland and Mitchell, S. D., those sections of the track not previously ballasted were ballasted with gravel, and previously ballasted sections were reballasted and additional gravel ballast applied.

BANK PROTECTION

Work was commenced on the construction of five wing dams at the crossings of the Missouri River at Chamberlain, S. D., to prevent change of channel. This work will be completed early in 1921.

INTERLOCKING PLANTS.

The new interlocking plant at Madison, Wisconsin, jointly owned with the C. & N. W. Ry. Co., was contructed to replace and old plant destroyed by fire in 1919. The plant at the crossing of the M. & St. L., west of Aberdeen, S. D., and the plant controlling crossovers at Lanark, Illinois, were removed because they were no longer required.

AUTOMATIC BLOCK SIGNALS.

The installation begun in 1919 of new alternating current three-position color indicating light signals on the Coast Division between Black River Junction and Tacoma Junction, 28.3 miles, replacing direct current, semaphore signals was completed.

Light signals were also installed between Tacoma Junction and Tacoma, .8 miles.

ELECTRIFICATION.

During the year the trolley overhead system between Tacoma Junction and Tacoma passenger station was installed and installation of power indicating and limiting equipment, and of motor generator sets and switch boards at sub-stations was completed, thus completing the electrification of line between Othello, Seattle, and Tacoma.

GRADE SEPARATION.

The elevation of tracks on the Chicago and Evanston Division, between Montrose Avenue and Howard Street, a distance of 4.4 miles, was continued. At the end of the year approximately 85% of the work was completed; 25% was done during the year.

The west retaining wall between Montrose Avenue and Howard Street was completed and new stations at Loyola and Morse Avenues and Howard Street were partially completed. The bridges crossing Sheridan Road, at Loyola Station and Howard Street, were completed and approximately 50,000 cubic yards of filling was placed under the third track, leaving approximately 80,000 cubic yards yet to be placed to complete the filling.

FEDERAL VALUATION

Federal valuation of the Company's property progressed satisfactorily during the year. The roadway and track, signal, and telephone and telegraph field inventories were completed. The structural field inventory was completed except for a few of the larger passenger stations. The field parties of the mechanical branch completed their inventory of shop machinery and tools and inspection of equipment; 75% of the land appraisal field work was completed. At the end of the year maps were 90% completed and 75% had been delivered to the Bureau of Valuation. The development of original costs and reproduction prices was started in preparation for the application of prices to the inventory by the Bureau of Valuation. The Bureau expects to begin applying prices to the inventory toward the end of 1921, and in this event the Company may expect to have its tentative valuation served upon it about the end of the year 1922.

MILES OF TRACK, DECEMBER 31, 1920

Owned solely by this Company:		
Main track	10,158.68	
Second main track	1,050.14	
Third main track	21.09	
Fourth main track	14.62	
Connection tracks	43.78	
Yard tracks, sidings and spur tracks	3,354.34	14,642.65
Owned jointly with other Companies:		
Main track	108.95	
Second main track	6.12	
Third main track	1.94	
Fourth main track	1.93	
Connection tracks	8.41	
Yard tracks, sidings and spur tracks	228.79	356.14
Used by this Company under contracts:		
Main track	345.55	
Second main track	88.45	
Third main track	1.14	435.14
Total miles of track		15,433.93

Average miles of main track in operation during the year:

Owned solely	10,168.08 miles
Owned jointly	108.93 "
Used under contracts	346.63 "
Total average miles operated	10,623.64 miles

The lines of road of this Company are located in the following States:

Wisconsin	1,792.74 miles
Illinois	418.65 "
Iowa	1,865.42 "
Minnesota	1,230.85 "
North Dakota	379.86 "
South Dakota	1,795.40 "
Missouri	140.25 "
Michigan	199.22 "
Montana	1,235.43 "
Idaho	231.74 "
Washington	978.07 "
Total length of main track owned solely and jointly	10,267.63 miles

EQUIPMENT CHANGES

During the year, one hundred steam locomotives, and four thousand box cars were acquired from the United States Railroad Administration under Equipment Trust Agreement executed January 15, 1920. Seventy-one of the one hundred Mikado steam locomotives mentioned in last year's report as being constructed under contract, have been received. Fifteen electric locomotives have been purchased, and five units of work equipment have been purchased or built, as follows:

171	Locomotives—steam	4000	Box cars.
15	Locomotives—electric	5	Work train cars.

During the year five locomotives and three thousand one hundred and three cars were destroyed by wreck or fire, sold or taken down on account of small capacity as follows:

5	Locomotives—steam.	2	Express refrigerator cars.
1548	Box cars.	51	Ore cars.
316	Stock cars.	2	Baggage and express cars.
359	Flat cars.	1	Postal car.
203	Coal cars.	20	Coaches.
204	Refrigerator cars.	49	Ballast cars.
30	Caboose cars.	318	Work train cars.

RESERVE FOR ACCRUED DEPRECIATION.

At the close of the fiscal year, ending December 31, 1919, there was at the credit of reserve for accrued depreciation the sum of $15,267,693.65.

A certain percentage of the total cost of equipment has been credited to this reserve for the estimated depreciation of locomotives, passenger train cars, freight train cars and work equipment, accrued during the year, which, together with other adjustments, aggregates $3,165,791.28.

There has been charged to this reserve an amount of $569,822.31, representing the accrued depreciation, previously credited, on locomotives and cars destroyed, sold or taken down during the year, which results in a net increase in this reserve of $2,595,968.97 for the year.

The balance of this reserve, December 31, 1920, as shown in the balance sheet is $17,863,662.62, which represents the estimated depreciation of rolling stock from June 30, 1907, to December 31, 1920.

EQUIPMENT, DECEMBER 31, 1920.

Locomotives—steam			1,917
Locomotives—electric			62
Freight-Train Cars:			
Box cars		38,632	
Flat cars		4,798	
Stock cars		4,802	
Coal cars		6,939	
Refrigerator cars		1,785	
Caboose cars		1,006	
Other freight-train cars (ore cars)		1,928	
Ballast cars		2,299	62,189
Passenger-Train Cars:			
Coaches		635	
Combination passenger cars		134	
Passenger, baggage and mail	4		
Passenger and baggage	99		
Gas-electric motor cars	7		
Baggage-buffet	5		
Buffet-observation	17		
Buffet-lounging cars	2		
Other Combination Cars		138	
Baggage, mail and express	4		
Baggage and mail	83		
Mail and express	51		
Dining cars		56	
Parlor cars		25	
Sleeping cars		238	
Standard	202		
Tourist	36		
Baggage and express cars		336	
Postal cars		42	1,604
Company Service Cars:			
Officers' and pay cars		23	
Derrick cars		52	
Steam shovels		23	
Wrecking cars		19	
Other company service cars		2,736	2,853
Floating Equipment:			
Tug boats		1	
Barges		8	9
Total			68,634

INSURANCE DEPARTMENT

INSURANCE RESERVE ACCOUNT

Income:	
Premium received:	
For Insurance of railway properties	$ 199,425.35
Less—reinsurance paid	104,230.75
Net premium income	$ 95,194.60
Other Income:	
Interest and dividends on securities owned	$ 115,614.17
Gross Income	$ 210,808.77
Disbursements:	
Fire losses—Net	$ 214,653.07
Net deficit for the year	$ 3,844.30
Insurance Reserve as per general balance sheet—Page 18	$2,973,629.30

ASSETS AND LIABILITIES

Assets:		
Funded:		
Securities as shown on page 14		$2,969,766.81
Unfunded:		
Interest accrued on securities owned		37,642.97
Total assets		$3,007,409.78
Liabilities:		
Insurance Reserve	$2,994,040.43	
Less Reinsurance paid in advance applying after December 31, 1920	20,411.13	2,973,629.30
C. M. & St. P. Ry. Co. advances		33,780.48
Total liabilities		$3,007,409.78

INSURANCE DEPARTMENT

INVESTMENTS—SECURITIES

The Insurance Reserve December 31, 1920, amounts to $2,973,629.30, of which $2,969,766.81 is invested in securities at par, as shown in the following statement:

Chicago, Milwaukee & St. Paul Ry. Co Stock:	
Preferred stock	$ 86,100.00
Common stock	5,300.00
Total C. M. & St. P. Ry. Co. Stock	$ 91,400.00
Chicago, Milwaukee & St. Paul Ry. Co. Bonds:	
Chicago, Milwaukee & Puget Sound Ry. Co. 4%	$1,000,000.00
Fargo & Southern Ry. Co. 6%	2,000.00
Milwaukee & Northern R. R. Co. First 4½%	38,000.00
Milwaukee & Northern R. R. Co., Cons., 4½%	20,000.00
General Mortgage 4%	759,000.00
General & Refunding Mortgage Convertible 5%	11,500.00
Twenty-five Year Gold 4%	83,000.00
Chicago & Pacific Western Division 5%	6,000.00
Covertible Gold 4½%	19,200.00
Tacoma Eastern R. R. Co. 5%	51,000.00
Four per cent Gold of 1925	563,666.81
Total C. M. & St. P. Ry. Co. Bonds	$2,553,366.81
Bonds of other Companies:	
Chicago & Western Indiana R. R. Co. 4%	$ 125,000.00
Lake Shore & Michigan Southern Ry. Co. 4%	100,000.00
Pennsylvania R. R. Co. 4%	100,000.00
Total Bonds of other Companies	$ 325,000.00
Grand Total	$2,969,766.81

CAPITAL STOCK.

At the close of the last fiscal year (December 31, 1919), the share capital of the Company amounted to $233,686,200.00 and consisted of $117,411,300.00 of Common Stock and $116,274,900.00 of Preferred Stock, of which $429,100.00 Preferred Stock and $5,300.00 Common Stock are held by the Company. Of the Preferred Stock held by the Company, $343,000.00 is in the Treasury and $86,100.00 is in the Insurance Reserve Fund. All of the $5,300.00 of Common Stock held by the Company is in the Insurance Reserve Fund.

No Capital Stock has been issued during the year ended December 31, 1920.

FUNDED DEBT.

At the close of the last fiscal year the Funded Debt of the Company was $498,716,154.66.

It has been decreased during the fiscal year by $3,923,000.00 Dubuque Division 6% Bonds which matured July 1st, 1920, $1,654,000.00 Wisconsin Valley 6% Bonds which matured July 1st, 1920, $21,000.00 Bellingham & Northern Railway First Mortgage 5% Bonds retired, and $563,666.81 European Loan Bonds of 1910 retired.

It has been increased during the fiscal year by $563,666.81 Four Per Cent Gold Bonds of 1925, issued in place of the European Loan Bonds of 1910 retired.

There have been issued during the year Equipment Gold Notes bearing 6% interest, amounting to $16,444,500.00, and note in favor of the United States Government bearing interest at 6%, amounting to $20,000,000.00.

The amount of Bonds and Notes at the close of this fiscal year is $529,562,654.66, of which $117,247,200.00 are in the treasury of the Company, and $412,315,454.66 have been issued and are outstanding.

Mortgage Bonds of the Company known as the Chicago & Pacific Western Division Bonds, in the principal amount of $25,340,000; matured January 1, 1921. On account of the prevailing high rates of interest, it was not deemed advisable to issue, at this time, either General Mortgage Bonds or General and Refunding Mortgage Bonds of the Company for the purpose of meeting this maturity. Accordingly, an application was made to the Interstate Commerce Commission under the Transportation Act, 1920, for the loan of $25,340,000. The application was granted, and this amount was loaned to the Company on its note which matures March 1, 1922, bearing interest at the rate of six per cent per annum. Substantially all of the bonds have been paid, and the remainder will be paid when presented.

TREASURY BONDS.

There has been no change in the amount of Treasury Bonds since December 31, 1919, and at the close of this fiscal year, the treasury bonds amounted to $117,247,200.00, composed of the following:

General and Refunding Mortgage bonds available for the acquisition of additional property or additions and betterments and other lawful corporate purposes		$73,495,200.00
General and Refunding Mortgage bonds certified by the Trustee against expenditures for additional properties or additions and betterments, and available for sale at any time:		
Free in Treasury	$ 6,829,000.00	
Pledged with United States Government	36,893,000.00	
		$43,722,000.00
Tacoma Eastern R. R. Co. First Mortgage Bonds		$ 30,000.00
Total		$117,247,200.00

For the purpose of consistent comparison, the statements on pages 24 to 36 inclusive, cover the results of federal operation for the entire year 1919, and two months of federal operation, and ten months of corporate operation for the year 1920.

General balance sheet, income, profit and loss and other tables relating to corporate affairs and statements showing results of operation are appended hereto.

By order of the Board of Directors.

April, 1921.

H. E. BYRAM,
President.

GENERAL BALANCE SHEET.
ASSETS—December 31, 1920.

Property Investment:		
Road and equipment		$658,157,161.47
Accrued depreciation—Equipment—Cr		17,863,662.62
		$640,293,498.85
Deposits in lieu of mortgaged property sold		454,559.58
Miscellaneous physical property		906,944.25
Investment in affiliated companies—Unpledged:		
Stocks	$ 4,447,542.45	
Bonds	110,000.00	
Advances	22,820,072.97	$ 27,377,615.42
Other investment securities—Unpledged:		
Stocks	1,345,515.49	
Bonds	572,250.00	
Notes	467,250.00	2,385,015.49
Total Capital Assets		$671,417,633.59
Current Assets:		
Cash	$ 8,087,980.47	
Special deposits	1,659,149.24	
Loans and bills receivable	23,492.79	
Traffic and car service balances	1,669,403.22	
Due from agents and conductors	3,872,452.45	
Miscellaneous accounts receivable	8,041,448.73	
Material and supplies	20,490,021.56	
Unmatured interest	55,879.54	
Due from United States Government under Transportation Act, 1920	7,953,109.05	51,852,937.05
Deferred Assets:		
Working funds	$ 116,750.80	
Securities in Insurance fund	2,969,766.81	
Other deferred assets	375,585.49	3,462,103.10
Unadjusted Debits:		
Other unadjusted debits		4,277,766.56
		$731,010,440.30

GENERAL BALANCE SHEET
LIABILITIES—December 31, 1920.

Capital Stock:			
Common stock			
In hands of public	$117,406,000.00		
In Insurance reserve	5,300.00	$117,411,300.00	
Preferred stock			
In hands of public	$115,845,800.00		
Held by company	343,000.00		
In Insurance reserve	86,100.00	116,274,900.00	
Premiums realized on capital stock		36,183.87	
Total Capital Stock			$233,722,383.87
Funded Debt—Unmatured:			
Mortgage Bonds			
In hands of public	$242,437,800.00		
Held by company	117,247,200.00		
In Insurance reserve	1,887,500.00	$361,572,500.00	
*Debenture Bonds			
In hands of public	$130,879,787.85		
In Insurance reserve	665,866.81	131,545,654.66	
Equipment Obligations:			
Equipment gold notes		16,444,500.00	
Miscellaneous Obligations:			
United States Government note		20,000,000.00	
Total funded debt—Unmatured			529,562,654.66
Total capital stock and funded debt			$763,285,038.53
Less stock and bonds *unsold*, held by the company			
Preferred stock		343,000.00	
Bonds		117,247,200.00	117,590,200.00
Total Capital Liabilities			$645,694,838.53
Current Liabilities:			
Bills payable		$ 1,000,000.00	
Traffic and car service balances		4,090,276.27	
Pay rolls and vouchers		21,852,354.60	
Miscellaneous accounts payable		1,146,515.28	
Interest coupons not presented		2,409,556.16	
Unclaimed dividends		4,773.00	
Matured funded debt		41,400.00	
Interest accrued on funded debt		5,602,898.01	
Interest accrued on unfunded debt		15,333.32	36,163,106.64
Deferred Liabilities:			
Other deferred liabilities			893,275.52
Unadjusted Credits:			
Taxes accrued		$ 3,842,098.54	
Insurance department fund—reserve		2,973,629.30	
Other unadjusted credits		2,371,501.67	9,187,229.51
Corporate Surplus:			
Appropriated Surplus:			
Reserves from income or surplus:			
Invested in physical property		322,573.15	
Funded debt retired—B. & N. Ry		372,000.00	
Invested in sinking fund—B. & N. Ry		1,250.00	695,823.15
Profit and Loss—Balance:			
Surplus			38,376,166.95
			$731,010,440.30

*These bonds are secured by the Company's General and Refunding Mortgage.

STATEMENT OF INCOME ACCOUNT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

YEAR ENDED DECEMBER 31, 1920.

RAILWAY OPERATING INCOME *March 1 to December 31, inclusive:*		
Railway operating revenues	$141,643,201.97	
Railway operating expenses	134,087,551.96	
Net railway operating revenue	7,555,650.01	
Railway tax accruals	6,179,992.14	
Uncollectible railway revenues	3,138.79	
Railway operating income *March 1 to December 31, inclusive:*		$1,372,519.08
OTHER INCOME FOR YEAR:		
Joint facility rents	360,453.25	
Rents from lease of road	47,422.21	
Miscellaneous rents	100,313.91	
Non-operating property rents	404,346.55	
Dividends on stocks	33,157.67	
Interest on bonds	69,168.68	
Interest on unfunded securities and accts.	1,480,911.23	
Interest on Insurance fund	21,824.32	
Amount accrued under guaranty provision Section 209, Transportation Act of 1920	22,250,811.05	
Compensation accrued under agreement with United States Railroad Administration for two months—January and February, 1920	4,640,721.20	
Miscellaneous income	346,645.63	29,755,775.70
GROSS INCOME		$ 31,128,294.78
DEDUCTIONS:		
Hire of equipment	$ 3,874,141.40	
Joint facility rents	1,152,393.70	
Miscellaneous rents	19,439.86	
Miscellaneous tax accruals	176,955.10	
Separately operated properties—loss	152,879.14	
Interest on funded debt	17,593,581.29	
Interest on unfunded debt	2,240,811.05	
Corporate organization expenses	93,803.94	
Revenue prior to January 1, 1918	154,235.02	
Expense prior to January 1, 1918	919,211.46	
Miscellaneous income charges	246,971.47	
Income applied to sinking and insurance funds	137,800.84	26,762,224.27
NET INCOME		$4,366,070.51

PROFIT AND LOSS ACCOUNT, DECEMBER 31, 1920.

DEBIT		CREDIT	
Settlement with United States Railroad Administration	$ 7,740,642.30	Balance December 31, 1919	$ 42,380,342.89
Surplus appropriated for investment in physical property	154,973.37	Balance for year brought forward from Income Account	4,366,070.51
Debt discount extinguished through surplus	3,947.19	Profit on road and equipment sold	3,543.18
Loss on retired road	48,694.76	Unrefundable overcharges	24,346.26
Loss on retired equipment	439,307.84	Construction donations	154,973.37
Miscellaneous debits	565,522.95	Miscellaneous credits	399,979.15
Balance Credit, December 31, 1920, carried to general balance sheet	38,376,166.95		
	$ 47,329,255.36		$ 47,329,255.36

CAPITAL STOCK, DECEMBER 31, 1920

Common Stock, December 31, 1919	$117,411,300.00
Preferred Stock, December 31, 1919	116,274,900.00
No changes during the year.	
Total Capital Stock December 31, 1920	$ 233,686,200.00

FUNDED DEBT UNMATURED, DECEMBER 31, 1920

Total Funded Debt, Unmatured December 31, 1919, including all liens on purchased roads		$ 498,716,154.66
Decrease during the year:		
Dubuque Division bonds matured July 1, 1920	$ 3,923,000.00	
Wisconsin Valley Division bonds matured July 1, 1920:		
In hands of public	1,430,000.00	
In sinking fund	224,000.00	
European Loan Bonds of 1910 purchased	563,666.81	
Bellingham & Northern Ry. bonds, retired	21,000.00	$ 6,161,666.81
		$ 492,554,487.85
Increase during the year:		
Equipment Gold Notes, @ 6%, due serially January 15th, 1921, to January 15th, 1935	$ 16,444,500.00	
Note in favor of United States Government @ 6%, due March 1st, 1930	20,000,000.00	
Four Per Cent Gold Bonds of 1925, issued in place of European Loan Bonds	563,666.81	$ 37,008,166.81
Total Funded Debt and Notes Unmatured December 31, 1920		$ 529,562,654.66
Of the total amount of bonds as stated above, there remains in the Treasury		$ 117,247,200.00

SECURITIES OWNED

Investments in affiliated companies:		Book Value
Capital stock:		
Davenport, Rock Island & Northwestern Ry. Co.	$	1,750,000.00
Indiana Harbor Belt R. R. Co.		1,000,000.00
White Sulphur Springs & Yellowstone Park Ry. Co.		173,645.07
Kansas City Terminal Ry. Co.		183,333.33
Des Moines Union Ry. Co.		100,000.00
Minneapolis Eastern Ry. Co.		15,475.00
Minnesota Transfer Ry. Co.		7,000.00
St. Paul Union Depot Co.		103,600.00
Chicago Union Station Co.		7,000.00
Milwaukee Land Co.		500,000.00
St. Paul Coal Co.		350,000.00
Excelsior Coal Co.		150,000.00
Republic Coal Co.		100,000.00
Northern Mining & Smelting Co.		1,118.37
Continental Telegraph Co.		299.30
Reliance Power Co.		6,071.38
	$	4,447,542.45
Bonds:		
Minneapolis Eastern Ry. Co.		110,000.00
Total	$	4,557,542.45

FUNDED DEBT UNMATURED, DECEMBER 31, 1920.

Description of Bonds	Date of Maturity	Total Funded Debt	In Treasury and Insurance Reserve	In Hands of Public	Interest: Rate	Interest: Payable	Interest: Accrued During the Year
‡Chicago & Pacific West. Div.	Jan. 1, 1921	$ 25,340,000.00	$ 6,000.00	$ 25,334,000.00	5 %	Jan. & July	$ 1,266,700.00
Wisconsin & Minnesota Div.	July 1, 1921	4,755,000.00	......	4,755,000.00	5 %	Jan. & July	237,750.00
Chicago & Lake Superior Div.	July 1, 1921	1,360,000.00	......	1,360,000.00	5 %	Jan. & July	68,000.00
Tacoma Eastern R.R. 1st Mtg	Jan. 1, 1923	884,000.00	81,000.00	803,000.00	5 %	Jan. & July	40,150.00
Fargo & Southern Ry. Co.	Jan. 1, 1924	1,250,000.00	2,000.00	1,248,000.00	6 %	Jan. & July	74,880.00
European Loan of 1910	June 1, 1925	12,512,829.61	......	12,512,829.61	4 %	June & Dec.	496,700.94
Four per cent Gold of 1925	June 1, 1925	35,663,825.05	563,666.81	35,100,158.24	4 %	June & Dec.	1,404,000.00
Chicago & Missouri River Div	July 1, 1926	3,083,000.00	......	3,083,000.00	5 %	Jan. & July	154,150.00
Convertible Gold	June 1, 1932	50,000,000.00	19,200.00	49,980,800.00	4½ %	June & Dec.	2,249,136.00
Bell'ham & Nor. Ry. 1st Mtg.	Dec. 1, 1932	484,000.00	......	484,000.00	5 %	June & Dec.	24,200.00
Mil. & Nor. R. R. Co. 1st Mtg	June 1, 1934	2,155,000.00	38,000.00	2,117,000.00	4½ %	June & Dec.	95,265.00
Mil. & Nor. R. R. Co. Con.	June 1, 1934	5,092,000.00	20,000.00	5,072,000.00	4½ %	June & Dec.	228,240.00
Twenty-five Year Gold	July 1, 1934	33,369,000.00	83,000.00	33,286,000.00	4 %	Jan. & July	1,331,440.00
Chi., Mil. & Puget Sound Ry.	Jan. 1, 1949	27,175,000.00	1,000,000.00	26,175,000.00	4 %	Jan. & July	1,047,000.00
General Mortgage	May 1, 1989	49,000,000.00	759,000.00	48,241,000.00	4 %	Jau. & July	1,929,640.00
General Mortgage	May 1, 1989	8,950,000.00	......	8,950,000.00	3½ %	Jan. & July	313,250.00
General Mortgage	May 1, 1989	42,597,000.00	......	42,597,000.00	4½ %	Jan. & July	1,916,865.00
General and Refund. Mtge	Jan. 1, 2014	43,089,000.00	......	43,089,000.00	4½ %	Apr. & Oct.	1,939,005.00
Gen. and Refund. Mtg. Conv.	Jan. 1, 2014	29,141,300.00	11,500.00	29,129,800.00	5 %	Feb. & Aug.	1,456,490.00
General and Refund. Mtge	Jan. 1, 2014	117,217,200.00	117,217,200.00	......	6 %	Not fixed	......
Equipment Gold Notes	*Jan. 15, 1935	16,444,500.00	......	16,444,500.00	6 %	Jan. & July	945,558.75
U. S. Government Note	Mar. 1, 1930	20,000,000.00	......	20,000,000.00	6 %	Mar. & Sep.	200,000.00
Int. on bonds mat. and retired	....	......	......	......	....	....	175,160.60
Total	....	$529,562,654.66	$119,800,566.81	$409,762,087.85	....	....	$17,593,581.29

*One note $1,096,300.00 matures each year, the last one Jan. 15, 1935.
‡These bonds have been paid as presented since January 1, 1921.

DETAILED STATEMENT OF RAILWAY OPERATING REVENUES, EXPENSES AND INCOME.

For the years ended December 31, 1919 and 1920.

RAILWAY OPERATING REVENUES.

Transportation	1919*	1920*	Increase	Decrease
Freight	$106,288,453.25	$117,183,815.31	$ 10,895,362.06	
Passenger	30,391,920.97	31,033,594.19	641,673.22	
Excess Baggage	240,753.80	247,066.18	6,312.38	
Sleeping car	1,775,340.09	2,025,315.73	249,975.64	
Parlor and chair car	69,590.29	83,216.17	13,625.88	
Mail	1,785,124.55	6,207,635.60	4,422,511.05	
Express	3,517,910.45	4,477,179.49	959,269.04	
Other passenger train	66,500.43	42,555.77		23,944.66
Milk	1,271,080.55	1,338,882.69	67,802.14	
Switching	2,021,666.61	2,287,184.14	265,517.53	
Special service train	36,613.92	30,561.83		6,052.09
Total—Transportation revenue	$147,464,954.91	$164,957,007.10	$ 17,492,052.19	
Incidental				
Dining and buffet	$ 1,010,773.34	$ 1,139,879.58	$ 129,106.24	
Hotel and restaurant	13,649.41	7,283.59		6,365.82
Station, train and boat privileges	84,705.37	108,078.54	23,373.17	
Parcel room	3,643.53	4,255.24	611.71	
Storage—Freight	215,012.12	173,027.50		41,984.62
Storage—Baggage	24,082.17	25,627.86	1,545.69	
Demurrage	651,926.11	826,387.23	174,461.12	
Telegraph and telephone	112,409.86	137,247.37	24,837.51	
Stock yards	233,549.39	136,408.03		97,141.36
Rent of buildings and other property	130,480.33	145,563.48	15,083.15	
Miscellaneous	285,074.98	419,261.05	134,186.07	
Total—Incidental revenue	$ 2,765,306.61	$ 3,123,019.47	$ 357,712.86	
Joint Facility				
Joint facility—Credit	$ 141,791.23	$ 85,047.89		$ 56,743.34
Joint facility—Debit	*1,658.48*	*6,340.31*		4,681.83
Total—Joint facility revenue	$ 140,132.75	$ 78,707.58		$ 61,425.17
Total—Railway operating revenues	$150,370,394.27	$168,158,734.15	$ 17,788,339.88	

*See note on page 16.

CHARGES TO PROPERTY INVESTMENT—ROAD & EQUIPMENT

During the year ended December 31, 1920.

Additional equipment purchased, built, reinstated, or converted:		
192 Steam locomotives (part cost)		$ 7,817,680.40
15 Electric locomotives (part cost)		1,673,399.74
4002 Box cars		11,261,100.00
3 Flat cars		2,238.96
2 Stock cars		1,271.50
1 Coal car		388.67
5 Baggage and express cars (converted)		18,043.73
3 Cinder dump work cars		839.10
2 Rail laying machines		7,000.00
6 Work train cars		2,945.00
796 Company service cars (converted)		294,989.04
Miscellaneous equipment		9,233.33
Improvements to locomotives and cars		255,988.21
Gross Additions and Betterments—Equipment		$ 21,345,117.68
Less original cost of equipment destroyed, sold or taken down during year		2,811,031.20
Net Additions and Betterments—Equipment		$ 18,534,086.48
Other Additions and Betterments:		
Land for transportation purposes	$ 269,104.36	
Grading	1,083,517.64	
Elevated structures	42,395.36	
Bridges, trestles and culverts	654,248.59	
Ties	89,816.54	
Rails	161,451.16	
Other track material	144,840.57	
Ballast	88,086.71	
Track laying and surfacing	181,426.08	
Right of way fences, etc.	73,348.15	
Crossings and signs	45,948.84	
Station and office buildings	366,455.35	
Roadway and miscellaneous buildings	56,019.59	
Water and fuel stations	234,898.34	
Shops and enginehouses	183,407.02	
Grain elevators and storage warehouses	13,357.90	
Wharves and docks	13,902.57	
Telegraph and telephone lines	2,543.04	
Signals and interlockers	67,799.13	
Power stations, transmission systems, etc.	233,856.71	
Paving and assessments	82,356.87	
Roadway machines and tools	10,276.60	
Shop machinery	183,624.52	
Miscellaneous	516,043.61	4,798,725.25
Gross Additions and Betterments—Road and Equipment		$ 23,332,811.73
Credit—Road property retired or converted		1,507,723.38
Net Additions and Betterments—Road and Equipment		$ 21,825,088.35
Road and Equipment, December 31, 1919		636,332,073.12
Road and Equipment, December 31, 1920		$658,157,161.47

RAILWAY OPERATING REVENUES, EXPENSES AND INCOME—Continued

Maintenance of Equipment—Concluded	1919*	1920*	Increase	Decrease
Motor equipment of cars—Repairs	25,194.32	16,049.54	....	9,144.78
Motor equipment of cars—Depreciation	2,197.92	2,197.81	....	.11
Floating equipment—Repairs	46,191.18	58,052.79	11,861.61	....
Floating equipment—Depreciation	4,840.85	4,830.97	....	9.88
Work equipment—Repairs	476,543.89	538,681.90	62,138.01	....
Work equipment—Depreciation	35,682.73	41,159.14	5,476.41	....
Work equipment—Retirements	8,338.55	14,188.57	5,850.02	....
Miscellaneous equipment—Repairs	475.33	216.03	....	259.30
Miscellaneous equipment—Retirements	*649.91*	....	649.91	....
Injuries to persons	245,427.36	252,853.89	7,426.53	....
Insurance	8,251.53	142,818.62	134,567.09	....
Stationery and printing	52,738.83	73,001.03	20,262.20	....
Other expenses	7,453.91	26,062.41	18,608.50	....
Maintaining joint equipment of terminals—Debit	95,481.72	73,302.40	....	22,179.32
Maintaining joint equipment of terminals—Credit	*25,134.81*	*7,849.84*	17,284.97	....
Total maintenance of equipment	$ 40,422,005.46	$ 41,557,150.97	$ 1,135,145.51	....
Traffic				
Superintendence	$ 413,867.21	$ 529,155.41	$ 115,288.20	....
Outside agencies	385,910.91	784,769.71	398,858.80	....
Advertising	95,626.97	95,732.06	105.09	....
Traffic associations	79,564.76	80,978.70	1,413.94	....
Industrial and immigration bureaus	5,126.10	10,496.50	5,370.40	....
Insurance	56.67	226.46	169.79	....
Stationery and printing	126,970.24	224,397.90	97,427.66	....
Other expenses	*15.77*	6.68	22.45	....
Total traffic expenses	$ 1,107,107.09	$ 1,725,763.42	$ 618,656.33	....

*See note on page 16.

RAILWAY OPERATING REVENUES, EXPENSES AND INCOME—Continued

Transportation	1919*	1920*	Increase	Decrease
Superintendence	$ 1,072,632.66	$ 1,352,603.51	$ 279,970.85	....
Dispatching trains	888,493.22	930,937.75	42,444.53	....
Station employes	9,093,424.02	11,212,403.65	2,118,979.63	....
Weighing, inspection and demurrage bureaus	243,302.79	239,084.82	....	$ 4,217.97
Coal and ore wharves	65,912.33	173,783.23	107,870.90	....
Station supplies and expenses	590,365.40	678,132.61	87,767.21	....
Yardmasters and yard clerks	1,180,946.87	1,549,347.58	368,400.71	....
Yard conductors and brakemen	3,683,812.25	4,692,907.03	1,009,094.78	....
Yard switch and signal tenders	416,616.32	519,743.56	103,127.24	....
Yard enginemen	2,306,413.46	2,895,401.01	588,987.55	....
Yard motormen	28,705.86	41,601.80	12,895.94	....
Fuel for yard locomotives	2,822,983.64	3,659,738.94	836,755.30	....
Yard switching power produced	7,413.06	3,083.60	....	4,329.46
Yard switching power purchased	12,221.11	21,728.58	9,507.47	....
Water for yard locomotives	95,762.07	121,828.24	26,066.17	....
Lubricants for yard locomotives	56,161.26	57,619.12	1,457.86	....
Other supplies for yard locomotives	37,152.01	50,975.82	13,823.81	....
Enginehouse expenses—Yard	1,855,431.36	2,184,163.66	328,732.30	....
Yard supplies and expenses	70,237.85	345,167.41	274,929.56	....
Operating joint yards and terminals—Debit	1,193,990.40	1,527,542.83	333,552.43	....
Operating joint yards and terminals—Credit	*589,714.12*	*371,807.80*	217,906.32	....
Train enginemen	6,076,703.64	7,486,759.18	1,410,055.54	....
Train motormen	391,835.34	586,043.37	194,208.03	....
Fuel for train locomotives	13,902,443.67	17,073,424.28	3,170,980.61	....
Train power produced	101,183.50	192,461.12	91,277.62	....
Train power purchased	717,574.15	1,044,180.07	326,605.92	....
Water for train locomotives	540,712.81	616,466.52	75,753.71	....
Lubricants for train locomotives	271,344.98	313,192.68	41,847.70	....
Other supplies for train locomotives	211,395.23	269,886.26	58,491.03	....
Enginehouse expenses—Train	3,702,837.89	4,196,342.08	493,504.19	....
Trainmen	7,488,931.32	9,427,482.66	1,938,551.34	....
Train supplies and expenses	3,158,899.93	4,540,421.26	1,381,521.33	....
Operating sleeping cars	476,306.14	644,159.77	167,853.63	....
Signals and interlocker operation	417,365.16	486,001.55	68,636.39	....

*See note on page 16.

RAILWAY OPERATING REVENUES, EXPENSES AND INCOME—Continued

Transportation—Concluded	1919*	1920*	Increase	Decrease
Crossing protection	593,557.61	628,509.04	34,951.43	....
Drawbridge operation	69,630.84	82,325.58	12,694.74	....
Telegraph and telephone operation	263,337.40	390,898.12	127,560.72	....
Operating floating equipment	39,374.55	128,003.02	88,628.47	....
Stationery and printing	299,804.36	313,875.57	14,071.21	....
Other expenses	83,290.20	69,124.94	....	14,165.26
Operating joint tracks and facilities—Debit	408,540.27	623,347.99	214,807.72	....
Operating joint tracks and facilities—Credit	*365,120.77*	*353,109.99*	12,010.78	....
Insurance	24,245.71	39,331.84	15,086.13	....
Clearing wrecks	373,086.10	541,892.89	168,806.79	....
Damage to property	269,532.81	168,011.52	....	101,521.29
Damage to live stock on right of way	124,729.53	137,444.32	12,714.79	....
Loss and damage—Freight	3,354,330.85	3,513,516.05	159,185.20	....
Loss and damage—Baggage	6,128.98	10,262.10	4,133.12	....
Injuries to persons	1,154,552.67	1,219,906.95	65,354.28	....
Total transportation expenses	$ 69,288,818.69	$ 86,276,147.69	$ 16,987,329.00	....
Miscellaneous Operations				
Dining and buffet service	$ 942,930.52	$ 1,201,850.85	$ 258,920.33	....
Hotels and restaurants	13,944.77	5,527.06	....	$ 8,417.71
Stockyards	221,602.30	140,656.83	....	80,945.47
Other miscellaneous operations	....	466.35	466.35	....
Total miscellaneous operations	$ 1,178,477.59	$ 1,348,501.09	$ 170,023.50	....
General				
Salaries and expenses of general officers	$ 263,730.58	$ 370,707.53	$ 106,976.95	....
Salaries and expenses of clerks and attendants	2,536,068.63	3,443,305.61	907,236.98	....
General office supplies and expenses	108,318.47	144,166.38	35,847.91	....
Law expenses	251,767.32	331,748.74	79,981.42	....

*See note on page 16

RAILWAY OPERATING REVENUES, EXPENSES AND INCOME—Concluded

General—Concluded	1919*	1920*	Increase	Decrease
Insurance	97.89	294.65	196.76	....
Stationery and printing	125,358.60	176,271.54	50,912.94	....
Valuation expenses	549,633.03	543,872.46	....	$ 5,760.57
Other expenses	40,134.95	109,730.31	69,595.36	....
General joint facilities—Debit	52,072.27	71,794.56	19,722.29	....
General joint facilities—Credit	*2,705.63*	*1,390.06*	1,315.57	....
Total general expenses	$ 3,924,476.11	$ 5,190,501.72	$ 1,266,025.61	....
Transportation for Investment—Credit	$ *503,991.31*	$ *211,576.96*	$ 292,414.35	....
Total railway operating expenses	$138,561,704.79	$164,697,120.98	$ 26,135,416.19	....

SUMMARY

	1919	1920	Increase	Decrease
Railway operating revenues	$150,370,394.27	$168,158,734.15	$ 17,788,339.88	....
Railway operating expenses	138,561,703.79	164,697,120.98	26,135,416.19	....
Net railway operating revenue	11,808,689.48	3,461,613.17	....	$ 8,347,076.31
Railway tax accruals	6,306,997.35	§11,872,832.09	5,565,834.74	....
Uncollectible railway revenues	139,420.69	39,948.22	....	99,472.47
Railway operating income	$ 5,362,271.44	$ ‡8,451,167.14	....	$ 13,813,438.58

‡Deficit. *See note on page 16.

§ Taxes were accounted for during the year 1920 on the basis of accruals. In previous years taxes were accounted for on the basis of payments during the year. For this reason year 1920 not only includes taxes paid in that year but also accruals for current year.

COMPARATIVE STATEMENT OF RAILWAY OPERATING REVENUES AND EXPENSES

FOR THE YEARS ENDED DECEMBER 31, 1919 AND 1920.

RAILWAY OPERATING REVENUES.

	1919*		1920*	
	AMOUNT	PER CENT	AMOUNT	PER CENT
Freight revenue	$ 106,288,453.25	70.69	$ 117,183,815.31	69.68
Passenger revenue	30,391,920.97	20.21	31,033,594.19	18.46
Other transportation revenue	10,784,580.69	7.17	16,739,597.60	9.95
Incidental revenue	2,765,306.61	1.84	3,123,019.47	1.86
Joint facility revenue	140,132.75	.09	78,707.58	.05
Railway operating revenues	$ 150,370,394.27	100.00	$ 168,158,734.15	100.00
RAILWAY OPERATING EXPENSES.				
Maintenance of way and structures	$ 23,144,811.16	15.39	$ 28,810,633.05	17.13
Maintenance of equipment	40,422,005.46	26.88	41,557,150.97	24 71
Traffic expenses	1,107,107.09	.74	1,725,763.42	1.03
Transportation expenses	69,288,818.69	46.08	86,276,147.69	51.31
Miscellaneous operations	1,178,477.59	.78	1,348,501.09	.80
General expenses	3,924,476.11	2.61	5,190,501.72	3.09
Transportation for investment—Credit	*503,991.31*	*.33*	*211,576.96*	*.13*
Railway operating expenses	$ 138,561,704.79	92.15	$ 164,697,120.98	97.94
RECAPITULATION				
Railway operating revenues	$ 150,370,394.27	100.00	$ 168,158,734.15	100.00
Railway operating expenses	138,561,704.79	92.15	164,697,120.98	97.94
Net railway operating revenue	$ 11,808,689.48	7.85	$ 3,461,613.17	2.06
Average miles in operation during the year, including miles of main track used under contracts	10,647.03	....	10,623.64	....

*See note on page 16.

COMPARATIVE SUMMARY OF OPERATION.

FOR THE YEARS ENDED DECEMBER 31, 1919 AND 1920

	1919*	1920*	INCREASE	DECREASE
Railway operating revenues	$150,370,394.27	$168,158,734.15	$ 17,788,339.88	....
Railway operating expenses	138,561,704.79	164,697,120.98	26,135,416.19	....
Net railway operating revenue	$ 11,808,689.48	$ 3,461,613.17	....	$ 8,347,076.31
Freight revenue per mile of road	$ 9,982.92	$ 11,030.48	$ 1,047.56	....
Passenger revenue per mile of road	2,854.50	2,921.18	66.68	....
Miscellaneous revenues per mile of road	1,285.80	1,877.07	591.27	....
Railway operating revenues per mile of road	$ 14,123.22	$ 15,828.73	$ 1,705.51	....
Railway operating expenses per mile of road	13,014.11	15,502.89	2,488.78	....
Net railway operating revenue per mile of road	$ 1,109.11	$ 325.84	....	$ 783.27
Average miles in operation during the year, including miles of main track used under contracts	10,647.03	10,623.64	....	23.39

*See note on page 16.

RAILWAY OPERATING REVENUES, EXPENSES AND TAXES—MONTHLY.

For the year ended December 31, 1920*

Month	Operating Revenues	Operating Expenses	Net Operating Revenue	Taxes Accrued §	Operating Income
January....1920	$ 14,533,590.55	$ 12,441,382.59	$ 2,092,207.96	$ 480,239.50	$ 1,611,968.46
February.... "	11,595,154.52	13,907,582.72	*‡2,312,428.20*	725,495.87	*‡3,037,924.07*
March.... "	12,769,763.94	11,186,439.37	1,583,324.57	677,262.94	906,061.63
April.... "	11,823,875.00	11,384,633.19	439,241.81	1,920,006.10	*‡1,480,764.29*
May.... "	11,707,771.38	12,514,467.12	*‡806,695.74*	3,921,624.36	*‡4,728,320.10*
June.... "	13,844,178.99	12,600,995.30	1,243,183.69	677,262.94	565,920.75
July.... "	15,207,374.33	13,480,445.96	1,726,928.37	677,262.94	1,049,665.43
August.... "	14,158,568.04	21,498,429.92	*‡7,339,861.88*	677,262.94	*‡8,017,124.82*
September.... "	16,356,313.01	14,864,891.82	1,491,421.19	652,656.44	838,764.75
October.... "	17,398,565.30	14,375.076.81	3,023,488.49	679,727.44	2,343,761.05
November.... "	15,656,902.74	14,445,722.42	1,211,180.32	312,383.95	898,796.37
December.... "	13,106,676.35	11,997,053.76	1,109,622.59	471,646.67	637,975.92
Total....	$168,158,734.15	$164,697,120.98	$ 3,461,613.17	$ 11,872,832.09	$ *‡8,411,218.92*

‡Deficit. *See note on page 16.

§ Taxes were accounted for during the year 1920 on the basis of accruals. In previous years taxes were accounted for on the basis of payments during the year. For this reason year 1920 not only includes taxes paid in that year but also accruals for current year.

TRANSPORTATION STATISTICS

For the years ended December 31, 1919 and 1920.

	1919*	1920*
Miles run by freight trains	19,267,900	19,562,605
Miles run by passenger trains	15,448,322	16,635,331
Miles run by mixed trains	1,478,123	1,349,262
Total miles run by revenue trains	36,194,345	37,547,198
Miles run by loaded freight cars	523,454,011	508,791,737
Miles run by empty freight cars	217,956,049	229,496,075
Total miles run by freight cars	741,410,060	738,287,812
Freight revenue	$ 106,288,453.25	$ 117,183,815.31
Tons of revenue freight carried	40,295,220	45,041,277
Tons of revenue freight carried one mile	11,501,514,483	11,384,600,804
Tons of company freight carried one mile	1,365,392,347	1,581,684,883
Tons of all freight carried one mile	12,866,906,830	12,966,285,687
Tons of revenue freight per freight and mixed train mile	554.40	544.41
Tons of company freight per freight and mixed train mile	65.81	75.63
Total tons of freight per freight and mixed train mile	620.21	620.04
Average revenue per ton of revenue freight per mile	.924 ct.	1.029 ct.
Average distance haul of each ton of revenue freight—miles	285.4	252.8
Average amount received per ton of revenue freight	$2.638	$2.602
Average revenue from freight per freight and mixed train mile	$5.1233	$5.6037
Tons of revenue freight per loaded car	21.973	22.376
Tons of company freight per loaded car	2.608	3.109
Total tons of freight per loaded car	24.581	25.485
Average number of loaded freight cars per train	25.232	24.330
Average number of empty freight cars per train	10.505	10.975
Average number of freight cars per train	35.737	35.305
Passenger revenue	$ 30,391,920.97	$ 31,033,594.19
Passengers carried	15,511,467	15,919,202
Passengers carried one mile	1,120,423,017	1,050,521,012
Passengers carried per passenger and mixed train mile	66.19	58.41
Average revenue per passenger per mile	2.712 cts.	2.954 cts.
Average distance traveled by each passenger—miles	72.23	65.99
Average amount received per passenger	$1.9593	$1.9494
Average revenue from passengers per passenger and mixed train mile	$1.7955	$1.7256
Operating expenses per revenue train mile	$3.8283	$4.3864

*See note on page 16.

STATEMENT OF COMMODITIES TRANSPORTED
During the Years Ended December 31, 1919 and 1920.

Commodities	1919* Tons	1919* Per Cent	1920* Tons	1920* Per Cent
Products of Agriculture:				
Wheat	1,723,458	4.3	1,560,455	3.6
Corn	912,116	2.3	1,020,445	2.3
Oats	916,179	2.3	809,025	1.8
Other grain	904,418	2.2	603,596	1.3
Flour and meal	1,057,138	2.7	830,566	1.8
Other mill products	468,985	1.2	439,256	1.0
Hay, straw and alfalfa	331,139	.8	389,891	.9
Tobacco	48,811	.1	53,067	.1
Cotton seed and products, except oil	1,539	.1	1,707	.1
Citrus fruits	30,368	.1	37,209	.1
Other fresh fruits	167,249	.4	296,967	.6
Potatoes	146,954	.3	106,533	.2
Other fresh vegetables	575,431	1.3	198,570	.4
Dried fruits and vegetables	3,159	.1	47,907	.1
Other products of agriculture	269,413	.6	429,910	.9
Total	7,556,357	18.8	6,825,104	15.2
Products of Animals:				
Horses and mules	39,199	.1	37,362	.1
Cattle and calves	1,040,255	2.6	937,735	2.0
Sheep and goats	89,414	.2	61,392	.1
Hogs	659,468	1.6	626,133	1.4
Fresh meats	282,000	.7	215,426	.5
Other packing house products	122,574	.3	73,924	.1
Poultry	17,052	.1	17,936	.1
Eggs	33,930	.1	30,209	.1
Butter and cheese	47,193	.1	47,863	.1
Wool	8,215	.1	7,130	.1
Hides and leather	99,816	.2	78,254	.2
Other products of animals	295,313	.7	74,351	.1
Total	2,739,429	6.8	2,207,715	4.9
Products of Mines:				
Anthracite coal	502,168	1.2	582,250	1.2
Bituminous coal	4,862,928	12.1	8,196,798	18.2
Coke	412,630	1.0	479,417	1.0
Iron ore	365,112	.9	372,357	.8
Other ores and concentrates	2,255,354	5.6	3,265,895	7.2
Base bullion and matte	....	.....	574	.1
Clay, gravel, sand and stone	2,404,920	5.9	2,495,707	5.5
Crude petroleum	635	.1	4,011	.1
Asphalt	12,805	.1	26,728	.1
Salt	129,842	.3	135,399	.3
Other products of mines	86,398	.2	82,653	.2
Total	11,032,792	27.4	15,641,789	34.7

*See note on page 16.

Commodities Concluded	1919* Tons	1919* Per Cent	1920* Tons	1920* Per Cent
Products of Forests:				
Logs, posts, poles and cord wood	4,908,715	12.2	5,676,983	12.6
Ties	79,993	.2	102,060	.2
Pulpwood	201,959	.5	141,763	.3
Lumber, timber, box shooks, staves and headings	3,022,815	7.4	3,017,016	6.7
Other products of forest	67,895	.2	72,430	.2
Total	8,281,377	20.5	9,010,252	20.0
Manufactures and Miscellaneous:				
Refined petroleum and its products	871,198	2.2	967,892	2.1
Vegetable oils	590	.1	13,061	.1
Sugar, sirup, glucose and molasses	153,345	.4	200,255	.4
Boats and vessel supplies	8,251	.1	1,167	.1
Iron, pig and bloom	618,116	1.5	602,232	1.3
Rails and fastenings	89,748	.2	41,481	.1
Bar and sheet iron, structural iron and iron pipe	340,988	.8	284,641	.6
Other metals, pig, bar and sheet	370,408	.9	494,893	1.1
Castings, machinery and boilers	440,295	1.1	455,831	1.0
Cement	656,777	1.6	717,044	1.6
Brick and artificial stone	560,872	1.4	621,107	1.4
Lime and plaster	160,440	.4	175,297	.4
Sewer pipe and drain tile	305,430	.7	254,306	.6
Agricultural implements and vehicles other than automobiles	373,238	.9	407,090	.9
Automobiles and auto trucks	136,241	.3	150,601	.3
Household goods and second-hand furniture	61,154	.1	82,890	.2
Furniture (new)	106,042	.3	114,631	.2
Beverages	186,836	.5	110,654	.2
Ice	524,439	1.3	385,811	.8
Fertilizers (all kinds)	50,149	.1	37,221	.1
Paper, printed matter and books	....		11,057	.1
Chemicals and explosives	72,633	.2	57,231	.1
Textiles	3,241	.1	2,431	.1
Canned goods (all canned food products)	223,209	.5	253,361	.5
Other manufactures and miscellaneous	1,742,607	4.3	2,345,195	5.2
Total	8,056,247	20.0	8,787,380	19.5
Total, carload traffic	37,666,202	93.5	42,472,240	94.3
Commodities not specified	2,629,018	6.5	2,569,037	5.7
Grand Total	40,295,220	100.0	45,041,277	100.0

*See note on page 16.

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