



NORTH WESTERN - MILWAUKEE

Merger Committee Recommendations

for

Proposed Operating Divisions

October 29, 1965

Chicago - October 29, 1965

Mr. B. W. Heineman
Chairman
Chicago & North Western Ry.

Mr. W. J. Quinn
President
The Milwaukee Road

Enclosed are maps and descriptions of Operating Divisions which we recommend be adopted by the Unified Company.

North Western (including Great Western) and Milwaukee each have eleven Operating Divisions, excluding Milwaukee's Kansas City Terminal Division which is jointly operated with the Kansas City Southern Railroad.

Eleven North Western and nine Milwaukee Divisions would be consolidated into thirteen divisions. Milwaukee's Rocky Mountain and Coast Divisions would remain unchanged. The unified company would be comprised of twelve Road and three Terminal Operating Divisions. There would be seven Road Operating Divisions eliminated.

Our proposal would result in eliminating division headquarters on North Western at Boone, Norfolk and Chadron, and on Milwaukee at La Crosse, Savanna, Perry and Austin. New headquarters would be established at Cedar Rapids-Marion, Sioux City and Rapid City.

Our selection of proposed operating divisions was based upon the following factors:

1. Mileage
2. Traffic Density
3. Crew Terminals
4. Train Dispatching Territories
5. Central location of headquarters at points of major railroad activities where possible.

Additional copies of this proposal are enclosed for distribution.

May we have your approval of these recommended Operating Divisions?

C. R. Hussey
C&NW Chairman-Merger Committee

J. T. Hayes
Milwaukee Chairman-Merger Committee

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FOREIGN RAILROADS USED BY C&NW AND MILWAUKEE

<u>C&NW DIVISION</u>	<u>RAILROAD</u>	<u>MILES</u>	<u>TOTAL</u>
Galena	NYC	4.9	4.9
Nebraska	CBQ	42.9	42.9
Black Hills	CBQ	86.3	86.3
Twin Cities	GN	12.4	
	MNS	1.4	
	NP	1.5	
	IC	23.0	38.3
M&STL	IC	5.6	5.6
CGW	B&O	3.7	
	CBQ	0.5	
	IC	13.8	
	MP	23.3	
	SJT	2.1	
	ATSF	6.8	50.2
	TOTAL	228.2	228.2

<u>MILW. DIVISION</u>	<u>RAILROAD</u>	<u>MILES</u>	<u>TOTAL</u>
Milwaukee	CBQ	32.0	
	NYC	19.5	51.5
IM&D	RI	2.3	2.3
D&I	RI	26.6	
	CBQ	8.5	35.1
La Crosse	CBQ	37.0	
	Winona Bridge	1.0	
	GBW	0.7	38.7
Twin Cities Terminal	NP	156.0	156.0
Coast	UP	80.3	
	PC	20.2	
	NP	69.2	
	GN	7.0	
	PTS	12.2	188.9
Chicago Terminal	IHB	25.5	
	BOCT	10.7	36.2
	TOTAL	508.7	508.7

<u>RECAP</u>	
C&NW	228.2
MILW	508.7
TOTAL	736.9 Miles

PROPOSED OPERATING DIVISIONS

<u>DIVISION</u>	<u>HEADQUARTERS</u>	<u>FACILITY TO BE USED</u>	<u>ROAD MILEAGE</u>
Aberdeen	Aberdeen X	Milwaukee	1558.8
Black Hills	Rapid City X	North Western	1583.0
Chicago Terminal	Proviso	North Western	156.4
Cedar Rapids	Cedar Rapids-Marion	Milwaukee	1843.2
Coast	Tacoma	Milwaukee	1256.5
Dakota	Huron X	North Western	1701.2
Illinois	Chicago	North Western	1370.6
Lake Shore	Green Bay	North Western	2038.6
Mason City	Mason City	North Western	2294.1
Milwaukee Terminal	Milwaukee	Milwaukee	59.6
Minnesota	St. Paul	North Western	2334.2
Rocky Mountain	Deer Lodge	Milwaukee	1144.4
Sioux City	Sioux City X	Milwaukee	2180.3
Twin Cities Terminal	St. Paul	Milwaukee	107.6
Wisconsin	Milwaukee	Milwaukee	<u>2104.7</u>
		TOTAL	* 21,733.2

* Includes 736.9 Foreign Railroad miles

PROPOSED ABERDEEN DIVISION

Headquarters: Aberdeen (Milwaukee Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
AD #1	MILW.	Tower E-14	Montevideo	119.4
AD #2	"	Montevideo	Aberdeen	157.4
AD #3	"	Aberdeen	Mobridge	98.2
AD #4	"	Mobridge	Marmarth	189.5
AD #5	"	Marmarth	Miles City	123.8
AD #7	"	Ortonville	Fargo	118.2
AD #8	"	Milbank	Sisseton	37.1
AD #9	"	Andover	Brampton	42.9
AD #11	"	Aberdeen	Edgeley	63.9
AD #12	"	Orient	Roscoe	41.3
AD #13	"	Roscoe	Linton	75.3
AD #14	"	Moreau Jct.	Isabel	54.9
AD #15	"	Trail City	Faith	106.1
AD #16	"	McLaughlin	New England	133.9
Oakes	C&NW	Aberdeen	Oakes	52.7
Hutchinson	"	Minneapolis	Wesota	116.4
Aberdeen	"	Aberdeen	Leola	27.8

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	3	14	17
Miles	196.9	1361.9	1558.8

PROPOSED BLACK HILLS DIVISION

Headquarters: Rapid City (C&NW Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Norfolk	C&NW	Norfolk	Long Pine	132.7
Albion	"	Newman Grove	Oakdale	47.9
Winner	"	Norfolk	Wood	208.7
Rapid City	"	Newell	Chadron	182.2
Deadwood	"	Whitewood	Deadwood	9.3
Clay	"	Belle Fourche	Bentonite Spur	19.5
Long Pine	"	Long Pine	Chadron	190.5
Casper	"	Dakota Jct.	Lander	338.3
PRC	"	Pierre	Rapid City	167.6
IMD #20	MILW	Mitchell	Murdo	142.3
IMD #21	"	Murdo	Rapid City	144.0

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	9	2	11
Miles	1296.7	286.3	1583.0

PROPOSED CHICAGO TERMINAL DIVISION

Headquarters: Chicago (C&NW Proviso Facility)

<u>Subdivision Name or No.</u>	<u>Railroad</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
Suburban	C&NW	Chicago	HM Tower	15.7
CGW	"	Chicago Transfer	Bellwood	5.8
Old Line	"	Chicago	Canal	12.7
New Line	"	Proviso	Valley	21.0
Weber	"	River Junction	Canal	5.9
Skokie	"	Valley	Crawford Ave.	19.1
Harvard	"	Chicago	Deval	17.7
DI #1	MILW.	Chicago	Tower B-17	17.0
TH #5	"	Franklin Park (Via IHB-BOCT)	Faithorn	41.5

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	7	2	9
Miles	97.9	58.5	156.4

PROPOSED CEDAR RAPIDS DIVISION

Headquarters: Cedar Rapids (Milwaukee Marion Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Oelwein (CGW)	C&NW	Oelwein	Des Moines	132.4
Branch (CGW)	"	Cedar Falls Jct.	Cedar Falls	7.7
Kansas City (CGW)	"	Des Moines	Kansas City	217.6
Clinton	"	Clinton	Boone	199.2
Branch	"	Stanwood	Tipton	8.5
Branch	"	Otis	Beverly (via Cedar Rapids)	8.3
Branch	"	Clinton	Lyons	2.0
Oskaloosa	"	Marshalltown	Oskaloosa	56.0
Albia	"	Oskaloosa	Albia	24.5
Monmouth	"	Oskaloosa	Monmouth	124.4
Des Moines	"	Des Moines	Ames	33.8
Perry	"	Ft. Dodge	Des Moines	88.6
Iowa #1	MILW.	Savanna	Atkins Yard	103.2
Iowa #2	"	Atkins Yard	Perry	121.7
Iowa #4	"	Maquoketa	De Witt	19.6
Iowa #5	"	Miles	Browns	7.8
Iowa #6	"	Oxford Jct.	Center Jct.	12.5
Iowa #7	"	Worthington	Jct. Switch	9.7
Iowa #8	"	Paralta	Jackson Jct.	108.3
Iowa #9	"	Cedar Rapids	Rutledge	86.5
Iowa #12	"	Clive	Woodward Jct.	22.0
Iowa #13	"	Herndon	Des Moines	53.8
DI #4	"	West Davenport	East Moline	9.0
DI #5	"	Sabula	Nahant	56.0
DI #6	"	Nahant	Ottumwa	105.3
DI #7	"	Ottumwa	Laredo	102.2
DI #8	"	Laredo	Kansas City	94.4
DI #9	"	Waterworks	Dixon	21.9
Iowa #14	"	Madrid	Luther	6.3

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>MILES</u>
Subdivisions	8	17	25
Branch Lines	4	0	4
Miles	903.0	940.2	1843.2

PRESENT AND PROPOSED COAST DIVISION

Headquarters: Tacoma (Milwaukee Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
CD #1	MILW.	Avery	Malden	108.8
CD #2	"	Plummer	Spokane	41.5
CD #3	"	Malden	Othello	103.4
CD #4	"	Othello	Cle Elum	98.9
CD #5	"	Cle Elum	Seattle	89.9
CD #6	"	Black River	Tacoma	28.2
CD #7	"	St. Maries	Elk River	72.2
CD #8	"	McGuire's	Coeur D'Alene	10.4
CD #9	"	Dishman	Metalline Falls	120.1
CD #10	"	Warden	Moses Lake	23.2
CD #11	"	Tiflis	Marcellus	38.7
CD #12	"	Beverly Jct.	Hanford Yard	24.3
CD #13	"	Cedar Falls	Everett	54.6
CD #14	"	Bagley Jct.	Enumclaw	16.1
CD #15	"	Park Jct.	Ashford	5.5
CD #16	"	Frederickson	Morton	53.3
CD #17	"	Tacoma Jct.	Longview	108.4
CD #18	"	Maytown	Hoquiam	56.6
CD #19	"	Chehalis Jct.	Raymond	46.2
CD #20	"	Bellingham	Maple Falls	39.5
CD #21	"	Hampton	Lyndon	5.4
CD #22	"	Port Townsend	Port Angeles	50.8
UPRR		Spokane	Marengo Jct.	60.5

Subdivisions	23
Miles	1256.5

PROPOSED DAKOTA DIVISION

Headquarters: Huron (C&NW Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Huron	C&NW	Tracy	Huron	136.4
Pierre	"	Huron	Pierre	117.5
Gettysburg	"	Blunt	Sioux Valley Jct.	230.4
Groton	"	Groton	Doland	38.8
Oakes	"	James Valley Jct.	Aberdeen	78.4
Wabasso	"	Evan	Marshall Jct.	46.4
Gary	"	Tracy	Gary	58.2
Vesta	"	Wabasso	Vesta	11.6
Wakonda	"	Centerville	Wakonda	10.5
Hawarden	"	Iroquois	Hawarden	126.2
Klossner	"	Winthrop	Klossner	12.8
Morton	"	Hopkins	Morton	91.9
Watertown	"	Morton	Watertown	123.1
Aberdeen	"	Watertown	Aberdeen	84.6
Sioux Falls	"	Mitchell	Sioux Falls	71.9
Astoria	"	Tyler	Astoria	31.9
AD #10	MILW.	Mitchell	Aberdeen	128.6
IMD #16	"	Madison	Bristol	103.0
IMD #12	"	Wessington Springs	Madison	75.0
IMD #11	"	Jackson	Madison	124.0

RECAP

	<u>C&NW</u>	<u>MILW</u>	<u>TOTAL</u>
Subdivisions	16	4	20
Miles	1270.6	430.6	1701.2

PROPOSED ILLINOIS DIVISION

Headquarters: Chicago (C&NW Facility)

SUBDIVISION NAME OR NO.	RAILROAD	FROM	TO	MILES
Suburban	C&NW	HM Tower	Geneva	19.8
Clinton	"	Geneva	East Clinton	100.2
Branch	"	St. Charles	Aurora	11.9
Branch	"	East Clinton	Fulton	2.0
Spring Valley	"	Sycamore	Spring Valley	54.8
Churchill	"	Churchill	Seatonville Jct.	4.9
Freeport	"	West Chicago	Freeport	90.9
Williams Bay	"	Tower B-35	CS Junction	17.3
South Pekin	"	Nelson	South Pekin	95.4
L&M	"	South Pekin	Madison	135.6
Staunton	"	De Camp Junction	Mt. Olive	7.8
Branch	"	Staunton	Livingston	2.8
Peoria	"	Monmouth	Peoria	63.3
CGW	"	Bellwood	Dubuque	159.0
DI #1	MILW.	Tower B-17	Elgin	19.6
DI #2	"	Elgin	Savanna	101.5
DI #3	"	De Kalb	Kirkland	13.7
DI #4	"	Savanna	East Moline	47.4
MD #19	"	Rockton	Oglesby-McNabb	118.0
MD #19	"	DePue Jct.	DePue	1.3
TH #1	"	Faithorn	Spring Hill	147.2
TH #2	"	Spring Hill	Bedford	82.5
TH #3	"	Bedford	Seymour	36.5
TH #4	"	Joliet	Delmar	37.2

RECAP

	C&NW	MILW.	TOTAL
Subdivisions	11	9	20
Branch Lines	3	0	3
Miles	765.7	604.9	1370.6

PROPOSED LAKE SHORE DIVISION

Headquarters: Green Bay (C&NW Facility)

<u>SUBDIVISION</u> <u>NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Escanaba	C&NW	Ishpeming	Duck Creek	176.2
Branch	"	Ishpeming	Martin's Landing	17.0
Branch	"	Cascade	Palmer	5.4
Branch	"	Felch	Narenta	35.0
Branch	"	Oconto	Oconto Falls	13.2
Branch	"	Swanzy	New Swanzy	3.9
Green Bay	"	Tavil	Duck Creek	5.3
Shore Line	"	Tavil	Wiscona	107.6
Branch	"	Calumet Yard	Two Rivers	9.0
Branch	"	South Yard	Plymouth	15.3
Valley	"	Tavil	Tower NW	65.1
Branch	"	Fond du Lac	Peebles	4.7
Wisconsin Rapids	"	Marshline	Marshfield	121.0
Branch	"	Bannerman	Red Granite	7.5
Branch	"	NE Junction	Nekoosa	6.8
Eagle River	"	Monico	Watersmeet	52.3
Branch	"	Conover	Phelps	9.3
Ironwood	"	Watersmeet	Ironwood	57.8
Branch	"	Wakefield	Connorville	5.7
Clintonville	"	Kaukauna	Eland	74.9
Hortonville	"	North Oshkosh	Hortonville	23.0
Marshfield	"	Eland	Marshfield	63.6
Branch	"	Kelly	Rothschild	4.2
Shawano	"	Duck Creek	Eland	65.5
Brillion	"	Rosemere	Kaukauna	33.7
Laona	"	Pulaski	Scott Lake	116.8
Ashland	"	Eland	Ashland	182.1
Branch	"	Antigo	Bryant	7.4
Iron River	"	Powers	Watersmeet	102.9
Branch	"	Hazel	Gibbs City	6.4
Branch	"	Steger	Crystal Falls	8.6
Ore Line	"	Escanaba	Antoine	52.6
MD #3	MILW.	North Milwaukee	Green Bay	104.0
MD #4	"	Green Bay	Channing	118.1
MD #5	"	Channing	Ontonagon	92.5
MD #6	"	Hilbert	Appleton	20.1
MD #8	"	Crivitz	Menominee	22.4
MD #9	"	Channing	Champion	31.0
MD #10	"	Kelso Junction	Worthing	24.3
LD #13	"	New Lisbon	Wausau	91.6
LD #14	"	Wausau	Woodruff	74.8

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	16	9	25
Branch Lines	16	0	16
Miles	1459.8	578.8	2038.6

PROPOSED MASON CITY DIVISION

Headquarters: Mason City (C&NW FACILITY)

SUBDIVISION NAME OR NO.	RAILROAD	FROM	TO	MILES
Spencer	C&NW	Tara	Hanska	145.7
Ft. Dodge	"	Ft. Dodge	Albert Lea	103.1
Branch	"	Ft. Dodge	Kalo	5.0
Des Moines	"	Ames	Elmore	117.1
Ceylon	"	Ceylon	Burt	35.8
Belle Plaine	"	Belle Plaine	Mason City	108.1
Sanborn	"	Mason City	Sanborn Jct.	132.4
Marshalltown	"	Albert Lea	Marshalltown	124.7
Belmond	"	Denhart	Hampton	39.1
Roland	"	Roland	Minerva Jct.	29.3
Alden	"	Tama	Alden	65.1
Moville	"	Eldora Junction	Jewell	29.7
Clarion (CGW)	"	Oelwein	Clarion	98.8
Council Bluffs (CGW)	"	Clarion	Ft. Dodge	27.9
Mason City (CGW)	"	Clarion	Hayfield	101.0
St. Paul (CGW)	"	Hayfield	Oelwein	97.7
Chicago (CGW)	"	Oelwein	Dubuque	73.7
McIntire (CGW)	"	Pine Island	Osage	81.9
Branch	"	Simpson	Plank's Jct.	8.5
Sioux Rapids	"	Eagle Grove	NI Junction	142.4
DI #10	MILW.	Green Island	Dubuque Shops	33.2
DI #1	"	Dubuque Shops	La Crescent	115.7
IMD #3	"	Mason City	Austin	40.0
IMD #5	"	Austin	Calmar	69.2
IMD #2	"	Conover	Decorah	9.6
IMD #17	"	Mason City	Sanborn	126.1
DI #13	"	Marquette	Mason City	116.5
DI #14	"	Beulah	Elkader	19.1
DI #12	"	Waukon Junction	Waukon	22.8
Iowa #11	"	Herndon	Spirit Lake	123.8
Iowa #10	"	Rockwell City	Rembrandt	51.1

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	18	11	29
Branch Lines	2	0	2
Miles	1567.0	727.1	2294.1

PROPOSED MILWAUKEE TERMINAL DIVISION

Headquarters: Milwaukee (Milwaukee-Muskego Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Old Line	C&NW	St. Francis	Milwaukee	4.2
Air Line	"	Milwaukee	Wisconsa	7.9
New Line	"	St. Francis	Butler	15.3
Adams	"	Wisconsa	Butler	7.0
MD #1	MILW.	Stowell	Milwaukee	2.7
MD #3	"	Milwaukee	No. Milwaukee	8.3
LD #1	"	Milwaukee	Brookfield	14.2

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	4	3	7
Miles	34.4	25.2	59.6

PROPOSED MINNESOTA DIVISION

Headquarters: St. Paul (C&NW Facility)

Subdivision Name or No.	Railroad	From	To	Miles
New Richmond	C&NW	Northline	Spooner	76.9
Itasca	"	Spooner	Duluth	76.9
Bayfield	"	Trego	Bayfield	94.1
Branch	"	Ashland Junction	Ashland	4.2
Spooner	"	Eau Claire	Spooner	81.2
Marshfield	"	Merrillan	Marshfield	37.9
Altoona	"	Altoona	East St. Paul	86.7
Elroy	"	Altoona	Elroy	103.4
Black River Falls	"	Sheppard	Levis	5.2
Stillwater	"	Lakeland Junction	Stillwater	5.7
Menomonie	"	Menomonie Junction	Menomonie City	2.9
Cornell	"	Norma	Cornell	19.3
Mondovi	"	Fairchild	Mondovi	36.4
Ellsworth	"	Hudson	Ellsworth	24.6
St. James	"	Merriam	St. James	84.7
Elmore	"	Lake Crystal	Elmore	43.5
Fairmont	"	Madelia	Fairmont	28.4
Winona	"	Winona	Tracy	218.7
Plainview	"	Plainview Junction	Plainview	14.9
Chatfield	"	Chatfield Junction	Chatfield	11.4
Branch	"	Sanborn	Wanda	8.3
Redwood Falls	"	Sleepy Eye	Redwood Falls	25.9
St. Peter	"	St. Peter	New Ulm	27.5
Albert Lea	"	Merriam	Albert Lea	80.3
St. Paul (CGW)	"	Armour Ave.	Hayfield	75.2
Mankato (CGW)	"	Mankato	Red Wing	94.7
IMD #7	MILW.	Ramsey	LaCrescent	102.2
IMD #10	"	Preston	Caledonia	43.5
IMD #1	"	Austin	Mendota	94.1
IMD #4	"	Faribault	Zumbrota	34.9
IMD #6	"	Mankato	Farmington	56.1
IMD #9	"	Ramsey	Jackson	106.5
IMD #13	"	Hollandale Junction	Hollandale	9.3
IMD #14	"	St. Clair Junction	St. Clair	39.0
IMD #15	"	Wells	Mankato	38.2
AD #6	"	Farmington	Cologne	38.0
LD #3	"	La Crosse	Newport	122.6
LD #9	"	Winona	Eau Claire	83.3
LD #10	"	Red Cedar Junction	Menomonie	15.9
LD #12	"	Hastings	Stillwater	25.7
N. P.	"	St. Paul (via N. P.)	Duluth	156.0

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	24	15	39
Branch Lines	2	0	2
Miles	1365.2	969.0	2334.2

PRESENT AND PROPOSED ROCKY MOUNTAIN DIVISION

Headquarters: Deer Lodge (Milwaukee Facility)

<u>SUBDIVISION NAME OR NO.</u>	<u>RAILROAD</u>	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
RM #1	MILW.	Miles City	Milstone	112.1
RM #2	"	Milstone	Harlowton	104.6
RM #3	"	Harlowton	Three Forks	113.9
RM #4	"	Three Forks	Deer Lodge	112.1
RM #5	"	Deer Lodge	Alberton	110.8
RM #6	"	Alberton	Avery	100.3
RM #7	"	Harlowton	Lewistown	61.3
RM #8	"	Winnett	Lewistown	58.1
RM #9	"	Roy-Winifred Jct.	Roy	42.0
RM #10	"	Roy Jct.	Winifred	22.4
RM #11	"	Lewistown	Falls Yard	134.5
RM #12	"	Falls Yard	Agawam	69.6
RM #13	"	Three Forks	Bozeman	38.4
RM #14	"	Bozeman	Menard	24.7
RM #15	"	Bozeman Hot Springs	Gallatin Gateway	4.8
RM #16	"	Bonner Jct.	Clearwater	34.8

Subdivisions	16
Miles	1144.4

PROPOSED SIOUX CITY DIVISION

Headquarters: Sioux City (Milwaukee Facility)

Subdivision Name or No.	Railroad	From	To	Miles
Lincoln	C&NW	Fremont	Superior	164.2
Norfolk	"	Norfolk	Missouri Valley	117.9
Sioux City	"	Sioux City	Omaha	94.2
Lyons	"	Blair	Lyons	39.7
Branch	"	Emerson	Thurston	7.2
Crofton	"	Wakefield	Crofton	48.8
Bloomfield	"	Laurel	Bloomfield	36.2
Emerson	"	Sioux City	Norfolk	78.4
South Omaha	"	Arlington	South Omaha	28.9
Debolt	"	Omaha	Irrington	8.1
Council Bluffs	"	Council Bluffs	Boone	143.6
Onawa	"	Maple River	Onawa	80.8
Moville	"	Jewell	Moville	155.3
Council Bluffs (CGW)	"	Council Bluffs	Ft. Dodge	131.7
Le Mars	"	Sioux City	St. James	145.8
Slayton	"	Heron Lake	Lake Wilson	36.2
Currie	"	Bingham Lake	Currie	38.3
Sioux Falls	"	Agate	Sioux Falls	58.4
Hawarden	"	Wren	Hawarden	30.4
Iowa #3	MILW.	Council Bluffs	Perry	119.4
Iowa #15	"	Manilla	Sioux City	90.3
IMD #18	"	Mitchell	Sanborn	131.4
IMD #19	"	Marion Junction	Menno	21.3
IMD #22	"	Sioux City	Egan	122.0
IMD #23	"	Mitchell	East Wye Switch	116.7
IMD #24	"	Tripp	Stickney	41.0
IMD #25	"	Tyndall	Springfield	11.7
IMD #26	"	Napa	Platte	82.4

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	18	9	27
Branch Lines	1	0	1
Miles	1444.1	736.2	2180.3

PROPOSED TWIN CITIES TERMINAL DIVISION

Headquarters; St. Paul (Milwaukee Pigs Eye)

<u>Subdivision</u> <u>Name or No.</u>	<u>Railroad</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
St. Paul (CGW)	C&NW	State Street	Armour Ave.	4.4
Altoona	"	St. Paul	Minneapolis	10.6
St. James	"	St. Paul	Merriam	34.0
Albert Lea	"	Minneapolis	Merriam	26.9
LD #3	MILW.	St. Paul Yd.	Newport	6.5
LD #4	"	St. Paul Yd.	Tower E-14	23.3
LD #4	"	So. Minneapolis	Mpls. Depot	1.9

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	4	2	6
Miles	75.9	31.7	107.6

PROPOSED WISCONSIN DIVISION

Headquarters: Milwaukee (Milwaukee Facility)

Subdivision Name or No.	Railroad	From	To	Miles
Harvard	C&NW	Deval	Harvard	45.4
Madison	"	Harvard	Elroy	154.8
Sharon	"	Harvard	Janesville	28.8
Footeville	"	Afton	Evansville Jct.	17.3
Waukesha	"	Belton Junction	Monona Yard	71.2
Lancaster	"	Tower MX	Lancaster	86.9
Platteville	"	Montfort Junction	Benton	36.0
Adams	"	Tower BJ	Wyeville	140.2
Sparta	"	Wyeville	Winona	72.9
Galesville	"	Galesville	Trempealeau	7.1
Janesville	"	Tower NW	Janesville	85.4
Airline	"	Wiscona	Tower NW	54.1
Old Line	"	Canal	St. Francis	67.5
New Line	"	Valley	St. Francis	58.7
Lake	"	Tower KO	Lake Bluff	1.9
Farm	"	Kenosha	KD Junction	4.2
Williams Bay	"	Williams Bay	CS Junction	33.6
MD #1	MILW.	Tower A-5	Stowell	76.9
MD #2	"	Rondout	Janesville	66.8
MD #11	"	North Milwaukee	Oshkosh	94.9
MD #12	"	Ripon	Berlin	12.8
MD #13	"	Iron Ridge	Fond du Lac	26.8
MD #14	"	Horicon	Portage	47.9
MD #15	"	Brandon	Markesan	11.6
MD #16	"	Granville	North Lake	19.6
MD #17	"	Rush Lake	Winneconne	14.7
MD #18	"	Sturtevant	Kettredge	112.7
MD #20	"	Janesville	Beloit Junction	14.0
MD #21	"	Racine	Sturtevant	7.4
LD #1	"	Brookfield	Portage	78.7
LD #2	"	Portage	La Crosse	102.9
LD #7	"	Sparta	Viroqua	34.5
LD #8	"	Westby Junction	Coon Valley	10.5
LD #5	"	Watertown	Madison	36.6
LD #6	"	Madison	Portage	36.8
LD #15	"	Janesville	Madison	40.4
LD #16	"	Madison	Prairie Du Chien	96.8
LD #17	"	Lone Rock	Richland Center	15.5
LD #22	"	Mazomanie	Sauk City	9.3
LD #18	"	Brookfield	Milton Junction	49.4
LD #19	"	Janesville	Mineral Point	81.7
LD #20	"	Broadhead	New Glarus	22.6
LD #21	"	Calamine	Platteville	16.9

RECAP

	<u>C&NW</u>	<u>MILW.</u>	<u>TOTAL</u>
Subdivisions	17	26	43
Miles	966.0	1138.7	2104.7

BEFORE THE

INTERSTATE COMMERCE COMMISSION

APPLICATIONS OF CHICAGO AND
NORTH WESTERN RAILWAY COMPANY

FINANCE DOCKETS
22688 and 22689

APPLICATIONS OF UNION PACIFIC
RAILROAD COMPANY AND CHICAGO,
ROCK ISLAND AND PACIFIC RAILROAD
COMPANY

FINANCE DOCKETS
23285, 23286,
23287 and 23288

APPLICATIONS OF SOUTHERN PACIFIC
COMPANY

FINANCE DOCKETS
23595 and 23596

APPLICATIONS OF ATCHISON, TOPEKA
AND SANTA FE RAILWAY COMPANY

FINANCE DOCKETS
23919 and 23920

FREIGHT TRAIN SCHEDULES

(By Line Segment)

CHICAGO, MILWAUKEE AND NORTH WESTERN
TRANSPORTATION CO.

(Assuming Merger with Chicago Great Western)

CONTROL OF

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD CO.

FREIGHT TRAIN SCHEDULES
(By Line Segment)

<u>BETWEEN</u>	<u>AND</u>	<u>DIRECTION</u>		<u>PAGE</u>
CHICAGO	CO. BLUFFS-FREMONT (VIA CEDAR RAPIDS)	WESTWARD	PRESENT & PROPOSED	1
CHICAGO	CO. BLUFFS-FREMONT (VIA CEDAR RAPIDS)	EASTWARD	PRESENT & PROPOSED	2
CHICAGO	COUNCIL BLUFFS (VIA DES MOINES)	WESTWARD	PRESENT & PROPOSED	3
CHICAGO	COUNCIL BLUFFS (VIA DES MOINES)	EASTWARD	PRESENT & PROPOSED	4
CHICAGO	COUNCIL BLUFFS (VIA OELWEIN)	EASTWARD & WESTWARD	PRESENT & PROPOSED	5
TWIN CITIES	KANSAS CITY (VIA MASON CITY)	NORTHWARD & SOUTHWARD	PRESENT & PROPOSED	6
TWIN CITIES	KANSAS CITY (VIA OELWEIN)	NORTHWARD & SOUTHWARD	PRESENT & PROPOSED	7
SILVIS	KANSAS CITY	WESTWARD	PRESENT & PROPOSED	8
SILVIS	KANSAS CITY	EASTWARD	PRESENT & PROPOSED	9
TWIN CITIES	CHICAGO	EASTWARD & WESTWARD	PRESENT & PROPOSED	10
TWIN CITIES	PEORIA-ALBIA	EASTWARD & WESTWARD	PRESENT & PROPOSED	11
TWIN CITIES	OMAHA-MO. VALLEY	EASTWARD & WESTWARD	PRESENT & PROPOSED	12
NELSON	EAST ST. LOUIS	EASTWARD & WESTWARD	PRESENT & PROPOSED	13
EAGLE GROVE	DES MOINES	NORTHWARD & SOUTHWARD	PRESENT & PROPOSED	14
DES MOINES	MADRID	EASTWARD & WESTWARD	PRESENT & PROPOSED	15
TRACY	BELLE PLAINE	EASTWARD & WESTWARD	PRESENT & PROPOSED	16
MARQUETTE	SIOUX FALLS	EASTWARD & WESTWARD	PRESENT & PROPOSED	17
CALMAR	AUSTIN	EASTWARD & WESTWARD	PRESENT & PROPOSED	18
RIVER JCT.	KANSAS CITY	SOUTHWARD & NORTHWARD	PRESENT & PROPOSED	19
CEDAR RAPIDS	OTTUMWA	EASTWARD & WESTWARD	PRESENT & PROPOSED	20
MASON CITY	ST. PAUL	EASTWARD & WESTWARD	PRESENT & PROPOSED	21
HAYFIELD	CLARION	NORTHWARD & SOUTHWARD	PRESENT & PROPOSED	22
BUREAU	PEORIA-SOMMER	EASTWARD & WESTWARD	PRESENT & PROPOSED	23
MANLY	MORNING SUN	EASTWARD & WESTWARD	PRESENT & PROPOSED	24
ESTHERVILLE	SIOUX FALLS	EASTWARD & WESTWARD	PRESENT & PROPOSED	25
COBURN	ST. JOSEPH	EASTWARD & WESTWARD	PRESENT & PROPOSED	25
TAMA	ARION	EASTWARD & WESTWARD	PRESENT & PROPOSED	26
MANILLA	COUNCIL BLUFFS	EASTWARD & WESTWARD	PRESENT & PROPOSED	27
ARION	SIOUX CITY	EASTWARD & WESTWARD	PRESENT & PROPOSED	28

BETWEEN CHICAGO AND COUNCIL BLUFFS—FREMONT

PRESENT

WESTWARD

DAYS OPERATED PER WEEK	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
TRAIN NO.	COCB-1	ESC-1	COL-1	SEL-1	SACB-1	CCB-1	CCK-1	SLSP-1	CFM-1	CCB-2	CST-1	HOPPER	CLCB-1	MCB-2	CSL-1	CFM-3	CDM-1
	AM	AM	AM			AM	AM		PM	PM	PM	PM			PM	PM	PM
PROVISO	12:31 3/63	3:00 4/75	3:30 2/47	FROM	—	10:30 4/133	10:30 3/89	—	12:01 5/143	12:30 4/102	1:30 4/114	5:47 5/127	—	—	8:45 3/94	10:30 4/144	11:30 3/155
WEST CHICAGO	12:30 3/63	—	4:00 2/47	BELOIT	—	—	—	FROM	—	—	2:00 4/114	—	—	—	9:15 94	—	12:00 155
WEST CHICAGO	AM	—	AM	—	—	—	—	ST. LOUIS	—	—	PM	—	—	—	9:30 92	—	12:30 135
ROCHELLE	—	—	—	—	—	—	11:50 89	—	—	—	—	—	—	—	10:30 92	—	—
ROCHELLE	—	—	TO	7:00 4/169	—	—	12:30 100	—	—	—	TO	—	—	—	10:50 95	—	—
NELSON	DELWEIN	—	DELWEIN	8:00 4/169	—	12:30 133	12:30 100	AM	—	4:00 82	DELWEIN	9:27 5/127	—	—	11:45 3/95	—	—
NELSON	—	—	—	AM	—	1:30 104	1:30 83	11:45 4/144	—	4:30 79	—	PM	—	—	PM	—	—
STERLING	—	—	—	—	—	—	—	12:05 144	—	—	—	—	—	—	—	—	—
STERLING	—	—	TO	—	—	—	—	12:25 139	—	—	TO	—	—	—	TO	—	—
CLINTON	—	7:00 75	—	ST. LOUIS	—	2:30 104	2:15 1/83	1:15 4/139	3:00	5:00 91	—	MIDDLE GROVE	PM	—	ST. LOUIS	2:30 144	3:30 118
CLINTON	—	7:15 77	—	—	FROM	3:30 166	PM	PM	3:05	7:30 79	—	—	8:00 2/79	—	—	3:00 160	4:00 129
CEDAR RAPIDS	—	9:15 77	—	—	SAVANNA	—	—	—	—	9:30 79	—	—	10:00 79	—	—	—	5:00 129
CEDAR RAPIDS	—	9:45 80	—	—	—	—	—	TO	—	10:00 95	—	—	10:45 48	—	—	—	6:30 77
TAMA	—	10:50 80	—	—	AM	8:35 166	KANSAS CITY	ST. PAUL	5:50	11:00 95	—	—	12:10 2/44	—	—	8:05 160	8:00 3/79
TAMA	—	10:50 80	—	—	8:00 3/55	8:35 166	—	—	5:50	11:00 95	—	—	—	—	—	8:05 160	AM
MADRID	—	12:10 80	—	—	10:45 55	—	—	—	—	12:45 95	—	—	—	—	—	—	TO
MADRID	—	12:25 85	—	—	11:15 70	—	—	—	—	1:15 106	—	—	—	—	—	—	TO
PERRY	—	1:00 85	—	—	12:01 70	8:38	—	—	7:30	2:00 106	—	—	—	—	8:00	DES	
PERRY	—	1:30 90	—	—	2:00 20	9:00	—	—	7:35	3:00 114	—	—	—	—	8:05	MOINES	
MANILLA	—	3:15 90	—	—	4:30 3/10	10:20	—	—	8:50	4:45	—	—	—	—	9:30	—	
MANILLA	—	3:15 90	—	—	PM	10:20	—	—	8:50	5:10	—	—	—	—	9:30	—	
ARION	—	3:45 4/90	—	—	—	10:50	—	—	9:10	5:40	—	—	—	—	10:00	—	
ARION	—	PM	—	—	TO	10:50	—	—	9:10	5:40	—	—	—	—	10:00	—	
MISSOURI VALLEY	—	—	—	—	CO. BLUFFS	11:40	—	—	9:35	6:30 114	—	—	9:00 2/73	—	10:50	—	
MISSOURI VALLEY	—	TO	—	—	VIA	11:40	—	—	9:55	7:00 57	—	—	10:45 54	8:30 2/40	10:50	—	
COUNCIL BLUFFS	—	ST. LOUIS	—	—	MILW.	12:10 4/166	—	—	—	7:30 4/57	—	—	11:30 2/56	9:15 2/40	—	—	
COUNCIL BLUFFS	—	CITY	—	—	—	—	—	—	—	AM	—	—	—	PM	—	—	
FREMONT	—	—	—	—	—	AM	—	—	11:00 5/143	—	—	—	—	—	12:01 4/160	—	
									PM								

PROPOSED

WESTWARD

DAYS OPERATED PER WEEK TRAIN NO.	1 COCB-1	1 ESC-1	1 CFM-1	1 SEL-1	1 SACB-1	1 CCB-1	1 CFM-1	1 SLSP-1	1 ST	1 CCB-2	1 CST-1	1 HOPPER	1 CLCB-1	1 MCB-2	1 CSL-1	1 CFM-3
PROVISO	AM	AM	AM	FROM	—	AM	AM	—	AM	PM	PM	PM	—	—	PM	PM
WEST CHICAGO	5:30 3/78	3:00 4/119	10:00 3/88	BELOIT	—	10:30 4/110	1:00 3/89	—	8:30 3/141	2:30 3/39	1:30 3/107	6:00 3/125	—	—	8:45 3/96	10:30 4/144
WEST CHICAGO	AM	—	—	—	—	—	—	FROM	9:15 141	—	—	6:30 125	—	—	9:15 96	—
ROCHELLE	—	—	—	—	—	12:30 110	—	SO. PEKIN	9:45 141	—	—	7:00 101	—	—	9:30 94	—
ROCHELLE	TO	—	—	7:00 4/169	—	1:00 124	—	—	11:45 111	—	—	—	—	—	10:30 94	—
NELSON	DELWEIN	—	—	8:00 4/169	—	—	—	PM	12:15 107	—	—	—	—	—	10:50 97	—
NELSON	—	—	—	AM	—	—	—	12:15 2/80	1:15 107	—	—	—	—	—	11:45 3/97	—
STERLING	—	—	—	—	—	—	—	12:30 80	1:45 58	—	—	—	—	—	—	—
STERLING	—	—	—	TO	—	—	—	12:45 70	2:15 73	—	—	—	—	—	—	—
CLINTON	—	7:00 119	1:00	ST. LOUIS	—	2:30 124	1:55	1:45 2/70	3:15 73	6:30 39	5:00 107	10:00 101	PM	—	ST. LOUIS	2:00 164
CLINTON	—	7:15 121	1:05	—	FROM	3:30 166	4:00	PM	4:15 20	7:00 131	5:30 116	10:30 72	8:00 2/52	—	—	3:00 160
CEDAR RAPIDS	—	9:15 121	—	—	SAVANNA	—	—	—	9:45 141	—	—	12:10 3/72	—	—	—	—
CEDAR RAPIDS	—	9:45 80	—	—	—	—	—	—	9:30 1/20	9:30 108	PM	AM	10:45 71	—	—	—
TAMA	—	10:50	3:50	—	AM	6:35	6:40	ST. PAUL	—	10:30	—	—	12:10 2/71	—	—	6:05
TAMA	—	10:50	3:50	—	8:00 3/55	6:35	6:40	—	TO	11:00	TO	TO	—	—	—	6:05
MADRID	—	12:10 80	—	—	10:45 55	—	—	ST. PAUL	12:15 108	MASON CITY	ST. PAUL	—	—	—	—	—
MADRID	—	12:25 85	—	—	11:15 70	—	—	—	12:45 95	—	—	—	—	—	—	—
PERRY	—	1:00 85	5:30	—	12:01 70	8:38	8:15	—	1:30 95	—	—	—	—	—	—	8:30
PERRY	—	1:30 90	5:35	—	2:00 20	9:00	8:20	—	2:15 103	—	—	—	—	—	—	8:35
MANILLA	—	3:15	6:50	—	4:30 3/10	10:20	9:35	—	3:55	—	—	—	—	—	—	10:00
MANILLA	—	3:35	6:50	—	PM	10:20	9:50	—	4:25	—	—	—	—	—	—	10:30
ARION	—	3:55 4/90	7:10	—	—	10:50	9:50	—	—	—	—	—	—	—	—	10:50
ARION	—	PM	7:10	—	TO	10:50	9:50	—	—	—	—	—	—	—	—	10:30
MISSOURI VALLEY	—	—	7:55	—	CO. BLUFFS	11:40	10:45	—	—	5:15 103	—	—	9:00 2/66	—	—	11:20
MISSOURI VALLEY	—	TO	7:55	—	VIA	11:40	10:45	—	—	5:45 59	—	—	10:45 52	8:30 2/40	—	11:20
COUNCIL BLUFFS	—	ST. LOUIS	—	—	MILW.	12:10 4/166	—	—	—	6:15 3/50	—	—	11:30 2/52	9:15 2/40	—	—
COUNCIL BLUFFS	—	—	—	—	—	—	—	—	—	AM	—	—	—	PM	—	—
FREMONT	—	—	9:00 1/88	—	—	—	11:50 3/69	—	—	—	—	—	—	—	—	12:30 4/160

**BETWEEN CHICAGO AND COUNCIL BLUFFS—FREMONT
PRESENT**

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD															FMC-2	CBMS-2
	CSA-2	OLC-2	FMC-1	SLG-2	CBCL-1	DMC-2	SFC-2	SPSL-2	CRC-2	CBCC-2	CBCC-2	SLC-2	SCC-2	CBC-1	COAL	KGC-2	
FREMONT	—	—	AM	—	—	—	—	—	—	—	—	—	—	—	—	PM	—
COUNCIL BLUFFS	—	—	2:00 5/90	—	—	—	—	—	—	—	—	—	—	—	—	11:00 4/125	—
COUNCIL BLUFFS	12:01 3/88	—	—	—	AM	—	—	—	PM	—	—	—	—	PM	—	—	PM
MISSOURI VALLEY	12:30 88	—	3:00 90	—	5:00 2/28	—	—	—	1:00 4/120	—	—	—	FROM	9:30 4/115	—	—	11:30 2/74
MISSOURI VALLEY	1:30 122	—	3:15 111	—	5:30 28	—	—	—	1:30 120	—	—	—	SIoux	10:00 115	—	—	12:10 125
ARION	2:30	—	4:15	—	6:00 60	—	—	—	1:45 127	—	—	—	CITY	11:20 138	—	—	12:30 141
ARION	2:30	—	4:15	—	7:00 2/60	—	—	—	2:45	—	—	—	PM	12:20	—	—	1:30
MANILLA	3:00 122	—	4:45	—	AM	—	—	—	2:45	—	—	—	9:15 4/110	12:20	—	—	TO
MANILLA	4:00 124	—	4:45	—	—	—	—	—	3:15	—	—	—	9:45	12:50	—	—	MINN-
PERRY	5:00	—	6:30 111	—	VIA	—	—	—	4:40 127	—	—	—	11:15 110	2:25	—	—	EAPOLIS
PERRY	7:15	—	7:00 132	—	BOONE	—	—	—	4:50 130	—	—	—	12:01 125	2:30	—	—	3:30
MADRID	8:15	—	—	—	DES MOINES	—	—	—	—	—	—	—	12:45 125	—	—	—	3:35
MADRID	8:45	—	—	—	—	—	—	—	—	—	—	—	1:15 69	—	—	—	—
TAMA	10:15 124	—	9:00 132	—	PM	AM	—	—	6:45 130	—	—	—	2:35 69	4:30 138	—	FROM	5:45 141
TAMA	10:15 124	—	9:00 132	—	5:30 2/81	6:30 3/127	—	FROM	6:45 130	—	—	—	2:35 69	4:30 138	—	KANSAS	5:45 141
CEDAR RAPIDS	11:15 124	—	10:10 132	—	6:45 78	7:30 126	—	ST. PAUL	8:00 130	—	—	—	3:45 69	—	—	CITY	6:40 141
CEDAR RAPIDS	11:45 216	—	10:45 177	—	7:15 80	8:00 117	—	PM	8:30 135	—	—	—	4:15 67	—	—	—	7:30 150
CLINTON	1:30 3/116	—	12:30 177	—	9:00 2/80	9:45 117	—	PM	10:00 135	—	—	—	6:00 67	8:00	FROM	PM	9:15 150
CLINTON	PM	—	1:30 101	FROM	PM	10:45 99	—	12:01 4/168	10:15 127	—	—	FROM	8:00 86	8:10	MIDDLE	10:00 3/65	9:30 155
STERLING	—	—	—	ST. LOUIS	—	11:45 99	—	12:50 168	11:05 127	—	—	ST. LOUIS	—	—	GROVE	—	—
STERLING	TO	—	—	—	—	12:05 108	—	1:10 172	11:20 130	—	—	—	—	—	—	—	—
NELSON	SAVANNA	—	—	AM	—	12:30 108	—	1:30 4/172	—	—	—	PM	—	—	—	—	—
NELSON	—	FROM	4:30 4/145	—	1:00 123	—	FROM	PM	—	FROM	FROM	8:30 3/142	—	—	9:58 5/125	—	—
ROCHELLE	—	DELWEIN	6:00 4/101	—	—	—	DELWEIN	—	—	DELWEIN	DELWEIN	—	—	—	—	—	—
ROCHELLE	—	—	—	—	—	—	—	TO	—	—	—	—	—	—	—	—	—
WEST CHICAGO	—	AM	—	—	—	3:40 129	PM	ST. LOUIS	—	PM	PM	11:30 137	—	10:45 138	—	12:15 65	—
WEST CHICAGO	—	12:30 2/58	—	TO	—	3:55 141	12:01 4/130	—	—	2:00 3/63	3:15 3/21	12:01 151	—	11:00 137	—	12:35 61	—
PROVISO	—	1:00 2/58	4:30 5/101	BELOIT	—	4:20 3/141	12:30 4/130	—	1:30 4/130	2:30 3/63	3:45 3/21	12:30 3/151	11:45 4/130	11:30 4/137	1:57 5/125	1:05 3/61	1:00 4/155

PROPOSED EASTWARD

DAYS OPERATED PER WEEK TRAIN NO.	CSA-2	B4	FMC-1	SLG-2	CBCL-1	S2	SFC-2	SPSP-4	CRC-2	CBCC-2	FMC-4	SLC-2	SCC-2	CBC-1	—	FMC-2	CBMS-2
	—	—	AM	—	—	—	—	—	—	—	PM	—	—	—	—	PM	—
FREMONT	—	—	2:00 3/68	—	—	—	—	—	—	—	1:00 4/49	—	—	—	—	11:00 3/98	—
COUNCIL BLUFFS	AM	—	—	—	AM	—	—	—	PM	—	—	—	FROM	PM	—	—	PM
COUNCIL BLUFFS	3:30 3/48	—	—	—	5:00 2/33	—	—	—	1:00 3/94	—	—	—	SIoux	9:30 4/123	—	—	11:15 2/74
MISSOURI VALLEY	4:00 48	—	3:10 68	—	5:30 23	—	—	—	1:30	—	2:10 49	—	CITY	10:15 173	—	—	11:45 2/74
MISSOURI VALLEY	5:00 104	—	3:30 48	—	6:00 65	—	—	—	1:30	—	2:30 88	—	—	11:00 149	—	—	PM
ARION	6:00	—	4:15	—	7:00 2/65	—	—	—	2:15	—	—	—	PM	11:55	—	—	TO
ARION	6:00	—	4:25	—	AM	—	—	—	2:15	—	—	—	9:15 4/110	11:55	—	—	MINN-
MANILLA	6:20 104	—	4:45	—	—	—	—	—	2:35	—	—	—	9:25	12:15	—	—	EAPOLIS
MANILLA	6:40 106	—	5:00	—	—	—	—	—	2:35	—	—	—	9:35	12:15	—	—	1:15
PERRY	8:30 106	—	6:30 48	—	VIA	—	—	—	4:05 94	—	5:05	—	11:30 110	2:00	—	—	2:45
PERRY	8:50 117	—	6:45 53	—	BOONE	—	—	—	4:25 102	—	5:10	—	12:01 125	2:05	—	—	2:50
MADRID	9:20 117	—	7:10 53	—	—	—	—	—	—	—	—	—	12:45 125	—	—	—	—
MADRID	9:40 140	FROM	7:30 82	—	—	—	—	—	—	—	—	—	1:15 72	—	—	—	—
TAMA	11:20	ST. PAUL	9:20	—	PM	FROM	FROM	—	6:15	—	7:20	—	7:30	4:10	—	4:40	—
TAMA	11:20	—	9:20	—	5:30 2/97	ST. PAUL	MASON CITY	FROM	6:15	—	7:20	—	7:20	4:10	—	4:40	—
CEDAR RAPIDS	12:20 140	PM	10:20 82	—	6:45 94	AM	AM	ST. PAUL	7:15 102	—	8:20 88	—	3:30 72	5:15 149	—	5:40	—
CEDAR RAPIDS	12:50 146	6:15 3/84	10:40 102	—	7:15 99	5:50 3/105	6:15 3/106	—	7:30 101	—	8:40 111	—	4:00 69	5:35 152	—	7:15	—
CLINTON	2:45 3/146	8:00 84	12:15 102	—	9:00 2/99	7:30 105	8:15 106	AM	9:15	—	10:15 111	FROM	6:00 89	7:45	—	7:20	—
CLINTON	PM	8:30 95	12:45 101	FROM	PM	7:45 104	8:45 93	10:00 2/24	9:20	—	10:30 93	ST. LOUIS	8:00 81	8:15	—	—	—
STERLING	—	—	—	ST. LOUIS	—	—	—	11:00 24	10:20 101	—	—	—	8:45 81	—	—	—	—
STERLING	TO	—	—	—	—	—	—	11:20 30	10:35 112	—	—	—	9:00 82	—	—	—	—
NELSON	SAVANNA	—	1:45 101	—	—	—	—	11:45 2/30	—	—	—	PM	9:15 82	—	—	—	—
NELSON	—	—	2:15 106	4:30 4/103	—	—	—	—	—	FROM	—	7:10 3/130	10:00 133	—	—	—	—
ROCHELLE	—	—	—	5:30 4/103	—	—	—	—	—	DELWEIN	—	—	—	—	—	—	—
ROCHELLE	—	—	—	—	—	—	—	TO	—	—	—	—	—	—	—	—	—
WEST CHICAGO	—	—	4:00 106	—	—	11:20 93	SO. PEKIN	—	—	—	—	9:45 132	11:55 133	11:00 152	—	—	—
WEST CHICAGO	—	—	4:30 112	TO	—	11:35 86	—	—	—	12:25 3/109	—	10:15 124	12:15 130	11:15 141	—	—	—
PROVISO	—	11:30 3/95	5:00 3/112	BELOIT	—	11:00 3/104	12:15 3/86	—	1:00 3/112	12:35 3/109	2:00 4/93	10:45 3/124	12:45 4/130	11:45 4/141	—	10:30 3/98	—

PRESENT

WESTWARD

PROPOSED

WESTWARD

[illegible]

ASTWARD

PROPOSED

EASTWARD

DAYS OPERATED PER WEEK TRAIN NO.	7 98	7 48	7 46	7 82	7 76	6 60	7 154	7 42	7 84	7 96	3 COAL
				AM		PM			PM		
COUNCIL BLUFFS.....	—	—	—	11:00 3/126	—	3:30 4/41	—	—	9:00 3/98	—	—
ATLANTIC.....	—	—	—	—	—	—	FROM	—	—	—	—
ATLANTIC.....	—	FROM	—	—	—	—	CEDAR	—	—	—	—
DES MOINES.....	FROM	ST. PAUL	—	2:15 126	FROM	6:35 41	RAPIOS	FROM	1:15 98	FROM	—
DES MOINES.....	KANSAS	—	—	2:45 119	KANSAS	6:55 39	—	KANSAS	2:00 146	KANSAS	—
WEST LIBERTY.....	CITY	AM	—	—	CITY	—	PM	CITY	—	CITY	FROM
WEST LIBERTY.....	—	10:15 3/107	FROM	—	—	—	8:00 1/16	—	—	—	MIDDLE
SILVIS.....	PM	11:30 107	PEORIA	7:45 119	AM	11:20 39	9:15 1/16	AM	7:30 146	PM	GROVE
SILVIS.....	8:00 4/76	12:30 142	—	8:15 96	6:40 3/102	11:50 3/40	PM	8:30 2/83	8:00 101	9:30 3/99	—
BUREAU.....	—	1:50 3/142	AM	9:30 96	—	—	—	—	—	—	PM
BUREAU.....	—	PM	2:30 2/65	9:50 90	—	—	—	10:00	—	—	4:45 3/125
JOLIET.....	—	—	6:15 46	—	—	—	—	2:30 67	—	12:25 99	7:45
JOLIET.....	—	TO	6:45 30	—	—	—	—	3:00 41	—	12:45 85	7:45
BURR OAK.....	11:15 76	PEORIA	7:30 2/30	12:30 90	10:00 102	4:00 3/40	—	4:00 40	11:30 101	1:30 85	8:45 3/125
BURR OAK.....	11:45 17	—	AM	1:00 37	10:30 11	AM	—	4:30 3	12:00 15	2:00 38	PM
SOUTH CHICAGO.....	12:15 4/17	—	—	1:30 3/37	11:00 3/11	—	—	5:00 2/3	12:30 3/15	2:30 3/38	—
	AM			AM	AM			PM	PM	AM	

BETWEEN WEST CHICAGO AND COUNCIL BLUFFS

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD				EASTWARD				
	6 CSF-1	7 COL-1	7 COCB-1	7 COCB-1	7 CBDC-2	1 CBDC-2	8 CBDC-2	6 SFC-2	7 OLC-2
	PM	AM		AM		PM	PM	AM	AM
WEST CHICAGO.....	2:00 4/114	4:10 2/49	—	1:00 3/75	—	1:30 3/71	3:00 3/18	11:59 4/130	12:30 2/58
INGALTON.....	2:05	4:15	—	1:05	—	1:25 71	2:55 18	11:55	12:25
INGALTON.....	2:05	4:15	—	1:05	—	1:25 71	2:55 18	11:55	12:25
DUBUQUE.....	7:30 114	9:15 54	—	8:00 92	—	7:00 109	9:15 56	7:00 130	8:00 58
DUBUQUE.....	8:00 116	9:40 76	—	8:45 118	—	6:00 133	8:30 88	7:00 130	6:45 40
OELWEIN.....	10:00 4/116	11:15 2/76	PM	11:00 3/118	AM	4:00 3/133	6:30 3/88	5:00 4/130	4:45 2/40
OELWEIN.....	PM	AM	4:00 2/63	AM	12:30 2/91	AM	AM	AM	PM
HAMPTON.....	—	—	—	—	—	—	—	—	—
HAMPTON.....	TO	—	—	—	—	—	—	FROM	—
CLARION.....	MASON CITY	—	7:00 63	—	9:00 89	—	—	MASON CITY	—
CLARION.....	—	—	7:30 58	—	8:30 87	—	—	—	—
EAGLE GROVE.....	—	—	7:55 58	—	8:00 82	—	—	—	—
EAGLE GROVE.....	—	—	8:15 48	—	7:30 82	—	—	—	—
FORT DODGE.....	—	—	9:00 48	—	7:00 82	—	—	—	—
FORT DODGE.....	—	—	9:30 33	—	6:00 63	—	—	—	—
CARROLL.....	—	—	11:00 37	—	4:30 63	—	—	—	—
CARROLL.....	—	—	11:15 21	—	4:00 55	—	—	—	—
HARLAN.....	—	—	—	—	3:00 55	—	—	—	—
HARLAN.....	—	—	—	—	2:30 52	—	—	—	—
COUNCIL BLUFFS.....	—	—	1:30 2/21	—	12:45 2/52	—	—	—	—
			AM		PM				

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 COCB-1	7 COCB-1	7 CBDC-2	7 CBDC-2
		AM		AM
WEST CHICAGO.....	—	6:30 3/90	—	11:35 3/57
INGALTON.....	—	6:35	—	11:30 57
INGALTON.....	—	6:35	—	11:30 57
DUBUQUE.....	—	11:30 130	—	6:30 93
DUBUQUE.....	—	12:01 130	—	6:00 96
OELWEIN.....	PM	2:30 3/130	AM	4:00 3/96
OELWEIN.....	4:00 2/41	PM	12:30 2/88	AM
HAMPTON.....	5:45 41	—	10:00 88	—
HAMPTON.....	6:15 43	—	9:45 84	—
CLARION.....	7:00 43	—	9:00 84	—
CLARION.....	7:30 50	—	8:30 69	—
EAGLE GROVE.....	7:55 50	—	8:00 69	—
EAGLE GROVE.....	8:15 41	—	7:30 64	—
FORT DODGE.....	9:00 41	—	7:00 64	—
FORT DODGE.....	9:30 30	—	6:00 46	—
CARROLL.....	11:00 30	—	4:30 46	—
CARROLL.....	11:15 18	—	4:00 39	—
HARLAN.....	—	—	3:00 39	—
HARLAN.....	—	—	2:30 36	—
COUNCIL BLUFFS.....	1:30 2/18	—	12:45 2/36	—
	AM		PM	

BETWEEN TWIN CITIES AND KANSAS CITY

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD				NORTHWARD			
	7 52	7 67	7 65	7 94	7 66	7 W. F.	7 68	7 90
INVER GROVE.....	PM 7:35 3/47	PM 2:10 3/67	TURN 1:04 2/66	AM 3:10 2/36	PM 4:30 3/91	TURN 10:10 2/7	AM 9:35 3/67	AM 3:30 87
NORTHFIELD.....	—	—	PM —	36	3:10	AM —	67	87
NORTHFIELD.....	—	—	1:04 2/66	4:35 88	2:18	10:10 2/7	81	92
ALBERT LEA.....	47	4:58 67	—	8:59 88	—	7:59 6	6:30 81	92
ALBERT LEA.....	10:38 63	5:17 68	7:00	9:28 94	—	7:40 20	82	93
MANLY.....	11:40 3/63	5:50 68	7:45 76	10:30 2/94	12:10 91	7:01 2/20	5:45 82	11:10 3/93
MANLY.....	PM	6:38 89	10:44 75	AM	10:35 90	AM	2:18 74	PM
MASON CITY.....	—	—	—	—	9:59 90	—	2:01	—
MASON CITY.....	TO	6:59	11:07	TO	92	—	—	FROM
IOWA FALLS.....	SILVIS	89	4:45 73	SILVIS	7:42 92	—	11:59	SILVIS
IOWA FALLS.....	—	93	6:49 65	—	80	—	—	—
DES MOINES.....	—	11:10 93	11:20 63	—	4:29 80	—	9:24 3/74	—
DES MOINES.....	—	1:38 2/79	5:28 95	—	9:39 101	—	7:45 72	—
ALLERTON.....	—	—	—	—	6:48	—	6:02	—
ALLERTON.....	—	4:05	8:08	—	—	—	5:35	—
TRENTON.....	—	5:05	9:25	—	4:42 101	—	4:00	—
TRENTON.....	—	5:20	9:45	—	4:20 86	—	3:55	—
KANSAS CITY.....	—	8:40 2/79	2:00 2/95	—	12:10 3/86	—	11:50 2/72	—
		AM	PM		PM		AM	

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD					NORTHWARD								
	7 63	7 69	7 48	7 52	7 67	7 65	7 94	7 66	7 51	7 68	7 92	7 70	7 49	7 82
		AM	PM	PM	PM	PM	AM	AM	AM	AM	AM	PM	PM	
ST. PAUL.....	—	8:30 3/84	11:15 3/96	9:00 3/31	2:00 3/64	8:30 3/66	9:00 3/34	1:15 3/76	11:00 3/3	3:15 3/82	9:20 3/89	4:00 3/70	11:30 3/93	—
NORTHFIELD.....	—	10:00 3/66	12:30 96	10:30 31	3:30 64	10:00 3/66	10:30 34	11:30 3/76	9:20 3	—	8:00 89	2:15 3/89	10:00 93	—
NORTHFIELD.....	—	AM	1:00 117	11:00 69	4:00 94	PM	11:00 89	PM	9:05 8	—	7:40 127	PM	9:00 98	—
ALBERT LEA.....	PM	—	3:15 117	12:30 69	5:50 94	—	12:30 89	—	7:00 3	12:30 82	6:00 127	—	7:30 98	AM
ALBERT LEA.....	10:00 2/62	VIA	3:45 132	1:00 89	6:20 99	VIA	1:05 82	VIA	5:40 6	12:10 85	5:35 79	VIA	7:10 103	3:20 2/19
MANLY.....	11:00 61	AUSTIN	4:30 3/132	1:45 3/89	7:05	AUSTIN	1:50 3/82	AUSTIN	5:00 3/6	11:20	4:45 3/79	AUSTIN	6:00 3/103	2:35 19
MANLY.....	11:35 61	—	AM	AM	7:05	—	PM	—	AM	11:10	AM	—	PM	2:20 20
MASON CITY.....	12:01 61	PM	—	—	7:20	AM	—	PM	—	10:50	—	AM	—	2:00 20
MASON CITY.....	12:30 52	2:30 3/68	TO	TO	7:25	2:10 3/101	TO	7:35 3/97	FROM	10:45	FROM	9:30 3/81	FROM	1:35 22
IOWA FALLS.....	2:05 50	—	CEDAR	CEDAR	—	—	CEDAR	—	CEDAR	—	CEDAR	—	CEDAR	11:30 22
IOWA FALLS.....	2:50 47	—	RAPIDS	RAPIDS	—	—	RAPIDS	—	RAPIDS	—	RAPIDS	—	RAPIDS	11:00 11
DES MOINES.....	6:15 2/41	5:25 68	—	—	10:10 99	5:15	—	4:00 97	—	7:40	—	6:15 81	—	8:30 2/7
DES MOINES.....	AM	6:10 103	—	—	10:25 96	5:25	—	3:00 100	—	7:30	—	5:00 88	—	PM
ALLERTON.....	—	8:50	—	—	12:25	7:30	—	12:55	—	5:40	—	2:40	—	—
ALLERTON.....	—	8:50	—	—	12:25	7:30	—	12:55	—	5:40	—	2:40	—	—
TRENTON.....	—	10:30 C	—	—	1:30 C	8:50 C	—	11:25	—	4:35	—	1:30 88	—	—
TRENTON.....	—	12:35 C	—	—	3:30 C	10:50 C	—	11:20	—	4:30	—	12:50 74	—	—
KANSAS CITY.....	—	3:35 3/103	—	—	6:10 3/96	1:45 3/101	—	8:00 3/100	—	1:00 3/85	—	9:00 3/74	—	—
		AM			AM	PM		AM		PM		PM		

BETWEEN TWIN CITIES AND KANSAS CITY

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD				NORTHWARD			
	7 SPKC-2	7 SPKC-4	7 CDM-1	6 SFC-2	6 CSF-1	7 DMC-2	7 KCSP-4	7 KCSP-2
ST. PAUL	PM	AM					AM	PM
ROSEPORT	7:00 4/118	7:45 4/46	—	—	—	—	10:00 4/38	9:00 4/79
ROSEPORT	—	8:15 46	—	—	—	—	—	—
RANDOLPH	—	8:30 37	—	—	—	—	—	—
RANDOLPH	8:00 118	8:50 37	—	—	—	—	9:00 38	8:00 79
RANDOLPH	8:30 139	9:05 105	—	—	—	—	8:40 35	7:40 130
DODGE CENTER	—	105	—	—	—	—	—	—
DODGE CENTER	—	99	—	—	—	—	—	—
HAYFIELD	10:00 4/139	10:30 4/99	—	—	—	—	7:00 4/35	6:00 4/130
HAYFIELD	PM	AM	—	—	—	—	AM	PM
TAOPI	PM	PM	—	—	—	—	AM	PM
TAOPI	11:30 4/120	12:15 4/115	—	FROM	TO	—	5:45 4/39	4:30 4/147
McINTIRE	—	12:45 115	—	SIOUX	SIOUX	—	5:00 39	—
McINTIRE	—	1:15 147	—	FALLS	FALLS	—	4:30 63	—
NEW HAMPTON	1:00	2:30	—	AM	AM	—	3:45	3:00
NEW HAMPTON	1:00	2:30	FROM	2:50 3/97	3:30 3/128	TO	3:45	3:00
OELWEIN	2:00 120	3:30 149	PROVISO	4:10 3/97	2:00 3/128	PROVISO	3:00 4/63	2:00 147
OELWEIN	5:00 107	5:00 3/51	—	AM	AM	—	11:30 59	11:30 97
MARSHALLTOWN	8:00 114	8:00 53	AM	—	—	AM	8:30 50	8:30 106
MARSHALLTOWN	8:30 129	8:30 50	8:45 3/57	TO	FROM	5:00 3/109	8:00 43	8:00 117
DES MOINES	10:15 129	10:15 50	10:30 3/57	PROVISO	PROVISO	3:00 3/109	6:00 43	6:00 117
DES MOINES	11:00 156	11:00 71	AM	—	—	AM	5:00 44	5:00 104
ST. JOSEPH	—	68	—	—	—	—	—	—
ST. JOSEPH	—	83	—	—	—	—	—	—
KANSAS CITY	6:00 4/151	6:00 3/83	—	—	—	—	9:00 3/59	9:00 4/104
	PM	AM					AM	PM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD				NORTHWARD			
	7 SPKC-2						7 KCSP-2	
ST. PAUL	PM						AM	
ROSEPORT	6:00 3/32	—	—	—	—	—	4:00 3/31	—
ROSEPORT	6:45 32	—	—	—	—	—	31	—
ROSEPORT	7:00 23	—	—	—	—	—	45	—
RANDOLPH	7:30 23	—	—	—	—	—	2:45 45	—
RANDOLPH	7:45 42	—	—	—	—	—	2:15 32	—
DODGE CENTER	—	42	—	—	—	—	32	—
DODGE CENTER	—	36	—	—	—	—	36	—
HAYFIELD	9:15 36	—	—	—	—	—	1:00 36	—
HAYFIELD	9:45 34	—	—	—	—	—	PM	—
TAOPI	—	—	—	—	—	—	PM	—
TAOPI	—	—	—	—	—	—	11:15 55	—
McINTIRE	11:00 34	—	—	—	—	—	10:30 55	—
McINTIRE	11:30 70	—	—	—	—	—	10:00 79	—
OELWEIN	1:30 70	—	—	—	—	—	8:00 79	—
OELWEIN	4:00 18	—	—	—	—	—	4:30 55	—
MARSHALLTOWN	7:30 34	—	—	—	—	—	12:01 63	—
MARSHALLTOWN	8:00 35	—	—	—	—	—	11:30 72	—
DES MOINES	10:00 33	—	—	—	—	—	9:00 72	—
DES MOINES	11:00 49	—	—	—	—	—	7:30 61	—
ST. JOSEPH	5:30 46	—	—	—	—	—	12:01 77	—
ST. JOSEPH	6:00 73	—	—	—	—	—	11:30 78	—
KANSAS CITY	8:00 3/73	—	—	—	—	—	9:30 3/78	—
	PM						PM	

BETWEEN SILVIS AND KANSAS CITY

PRESENT

WESTWARD

DAYS OPERATED PER WEEK TRAIN NO.	7 97	7 67	7 65	7 63	7 EX. 103	7 91	7 2/91	7 MKC-1	7 SAOT-1	7 CKC-1
SILVIS.....	AM 3:26 3/59	—	—	—	PM 1:55 2/121	PM 7:25 3/97	PM 8:10 2/71	FROM MILWAUKEE AM	FROM SAVANNA PM	FROM CHICAGO PM
NAHANT.....	—	—	—	—	—	—	—	5:30 4/82	1:30 2/2	4:30 4/110
NAHANT.....	—	—	—	—	—	—	—	—	—	—
MUSCATINE.....	—	—	—	—	—	—	—	—	—	—
MUSCATINE.....	—	—	—	—	—	—	—	—	—	—
CULVER.....	—	—	—	—	—	—	—	6:15 4/82	2:00 2/2	5:15 4/110
CULVER.....	—	—	—	—	—	—	—	AM	PM	PM
COLUMBUS JCT.....	—	—	—	—	—	—	—	—	—	—
COLUMBUS JCT.....	—	FROM INVER	FROM INVER	—	7:00 121	10:55	12:32 71	—	TO OTTUMWA	—
ELDON.....	6:30	GROVE	GROVE	—	11:30 118	11:10	1:15 86	—	—	—
ELDON.....	6:42	AM	AM	—	—	—	—	VIA OTTUMWA	—	VIA OTTUMWA
ALLERTON.....	—	4:05 2/79	8:08 2/95	—	3:10	12:56	4:14	—	—	—
ALLERTON.....	—	5:05	9:25	AM	4:15 118	1:50	5:20 86	—	—	—
TRENTON.....	9:10	5:20	9:45	7:00 1/23	5:25 122	2:00	6:10 85	—	—	—
TRENTON.....	9:16	—	—	7:15 1/23	—	—	—	—	—	—
COBURN.....	—	—	—	AM	—	—	—	—	—	—
COBURN.....	—	—	—	—	—	—	—	—	—	—
POLO.....	—	—	—	—	—	—	—	PM	—	AM
POLO.....	—	—	—	TO	—	—	—	3:15 4/76	—	3:00 4/119
FREIGHT LINE JCT.....	—	—	—	ST. JOSEPH	—	—	—	—	—	—
FREIGHT LINE JCT.....	—	—	—	—	—	—	—	—	—	—
KANSAS CITY.....	12:15 3/59 PM	8:40 2/79 AM	2:00 2/95 PM	—	9:30 2/122 AM	4:50 3/97 AM	10:00 2/85 AM	4:30 4/76 PM	—	4:15 4/119 AM

PROPOSED

WESTWARD

DAYS OPERATED PER WEEK TRAIN NO.	7 97	7 67	7 65	7 63	7 61	7 91	7 MKC-1	7 MOT-1	7 95	7 69	7 CRKC-1
SILVIS.....	AM 1:50 3/103	—	—	—	AM 5:00 2/130	PM 2:35 4/100	FROM MILWAUKEE PM	FROM SAVANNA AM	PM 4:00 3/120	—	—
NAHANT.....	—	—	—	—	—	—	4:15 3/49	4:15 3/45	—	—	—
NAHANT.....	—	—	—	—	6:15 130	—	—	—	—	—	—
MUSCATINE.....	—	—	—	—	6:30 118	—	—	—	—	—	—
MUSCATINE.....	—	—	—	—	—	—	—	5:00 3/45	—	—	—
CULVER.....	—	—	—	—	—	—	—	AM	—	—	—
CULVER.....	—	—	—	—	7:10 118	—	—	—	—	—	—
COLUMBUS JCT.....	—	FROM ST. PAUL	FROM ST. PAUL	—	7:30 134	—	—	TO OTTUMWA	—	FROM ST. PAUL	—
ELDON.....	4:30	—	—	—	9:15 134	5:50	7:00 49	—	7:10	—	—
ELDON.....	4:35	—	—	—	9:45 146	5:55	8:15 58	—	7:20	—	—
ALLERTON.....	—	AM	AM	—	11:25	7:20	9:40	—	8:40	PM	—
ALLERTON.....	5:45	12:25 3/96	7:30 3/101	—	11:25	7:20	9:40	—	8:40	8:50 3/103	—
TRENTON.....	7:05	1:30 C	8:50 C	PM	12:30 146	8:25	11:20	—	9:45	10:30 C	—
TRENTON.....	7:25	3:30 C	10:50 C	12:45 1/25	1:00 130	8:30	11:25	—	9:50	12:35 C	FROM CEDAR RAPIDS PM
COBURN.....	—	—	—	1:00 1/25	—	—	—	—	—	—	—
COBURN.....	7:40	3:45	11:05	PM	1:40	8:45	11:45	—	10:05	12:50	—
POLO.....	—	—	—	—	—	—	—	—	—	—	—
POLO.....	8:25	4:30	11:48	TO	2:27	10:20	12:35	—	10:52	1:38	2:00 3/63
FREIGHT LINE JCT.....	—	—	—	ST. JOSEPH	—	—	—	—	—	—	—
FREIGHT LINE JCT.....	—	—	—	—	—	—	—	—	—	—	—
KANSAS CITY.....	10:00 3/103 AM	6:10 3/96 AM	1:45 3/101 PM	—	4:20 2/130 PM	11:45 4/100 PM	2:20 3/58 AM	—	12:35 3/120 AM	3:35 3/103 AM	4:00 3/63 PM

BETWEEN SILVIS AND KANSAS CITY

PRESENT

EASTWARD

DAYS OPERATED PER WEEK TRAIN NO.	7 98	7 68	7 66	7 EX. 120	7 64	7 76	7 96	7 OTSA-2	7 KCM-2
KANSAS CITY	AM 10:20 3/103	AM 11:50 2/72	PM 12:10 3/86	PM 4:50 2/93	—	PM 8:25 3/65	AM 10:45 4/120	—	PM 6:30 4/131
FREIGHT LINE JCT.	—	—	—	—	—	—	—	—	—
FREIGHT LINE JCT.	—	—	—	—	FROM ST. JOSEPH	—	—	—	—
POLO	—	—	—	—	—	—	12:01 4/120	—	7:45 4/131
POLO	—	—	—	—	—	—	PM	—	PM
COBURN	—	—	—	—	PM	—	—	—	—
COBURN	—	—	—	—	10:45 1/26	—	—	—	—
TRENTON	1:45	3:55	4:20 86	8:30	11:00 1/26	11:35 65	—	—	—
TRENTON	1:54	4:00	4:42 101	8:35	PM	12:10 60	—	—	—
ALLERTON	—	5:35 2/72	6:48 3/101	—	—	—	VIA	—	VIA
ALLERTON	3:24	PM	PM	10:12	—	1:45	OTTUMWA	—	OTTUMWA
ELDON	4:40 103	—	—	11:45 93	—	4:35 60	—	—	—
ELDON	5:30 99	—	—	2:43 109	—	5:13 76	—	—	—
COLUMBUS JCT.	—	TO	TO	—	—	—	FROM	—	—
COLUMBUS JCT.	—	INVER	INVER	—	—	—	OTTUMWA	—	—
CULVER	—	GROVE	GROVE	—	—	—	—	—	—
CULVER	—	—	—	—	—	—	PM	PM	AM
MUSCATINE	—	—	—	—	—	—	7:15 4/84	8:45 2/51	3:45 4/119
MUSCATINE	—	—	—	—	—	—	—	—	—
NAHANT	—	—	—	—	—	—	8:00 4/84	9:30 2/51	4:30 4/119
NAHANT	—	—	—	—	—	—	PM	PM	AM
SILVIS	9:40 3/99 PM	—	—	2:00 2/98 PM	—	10:07 3/96 AM	TO CHICAGO	TO SAVANNA	TO MILWAUKEE

PROPOSED

EASTWARD

DAYS OPERATED PER WEEK TRAIN NO.	7 98	7 68	7 66	7 42	7 64	7 76	7 96	7 OTM-2	7 KCM-2	7 KCCR-2	7 70
KANSAS CITY	AM 9:30 4/89	PM 1:00 3/85	AM 8:00 3/100	PM 7:45 2/25	—	PM 7:00 3/71	AM 10:30 3/75	—	PM 8:00 3/114	PM 5:00 3/120	PM 9:00 3/74
FREIGHT LINE JCT.	—	—	—	—	—	—	—	—	—	—	—
FREIGHT LINE JCT.	—	—	—	—	FROM ST. JOSEPH	—	—	—	—	—	—
POLO	—	—	—	—	—	—	—	—	—	7:00 3/120	10:43
POLO	11:15	2:45	10:08	9:35	—	9:10	12:15	—	9:45	PM	10:55
COBURN	—	—	—	—	PM	—	—	—	—	—	—
COBURN	12:18	3:40	10:57	10:42	8:05 1/8	10:00	1:30	—	11:00	TO	12:25
TRENTON	12:35	4:30	11:20	11:00 25	8:20 1/8	10:15 71	1:45	—	11:45	CEDAR	12:50 74
TRENTON	12:40	4:35	11:25	11:20 19	PM	10:30 75	1:55	—	11:50	RAPIDS	1:30 88
ALLERTON	—	5:40 3/85	12:55 3/100	—	—	—	—	—	—	—	2:40 3/88
ALLERTON	1:45	PM	PM	12:25	—	11:50	3:05	—	1:30	—	AM
ELDON	3:15	—	—	2:00 19	—	1:25 75	4:45	—	3:00	—	—
ELDON	3:35	TO	TO	2:20 21	—	1:50 104	5:15	FROM	3:05	—	TO
COLUMBUS JCT.	—	ST. PAUL	ST. PAUL	4:35 20	—	—	—	OTTUMWA	—	—	ST. PAUL
COLUMBUS JCT.	—	—	—	5:05 15	—	—	—	—	—	—	—
CULVER	—	—	—	—	—	—	—	—	—	—	—
CULVER	—	—	—	—	—	—	—	AM	—	—	—
MUSCATINE	6:10	—	—	5:30 15	—	4:05 104	—	4:15 3/108	—	—	—
MUSCATINE	6:10	—	—	5:50 40	—	4:30 118	—	4:30 108	—	—	—
NAHANT	6:40 89	—	—	—	—	—	—	5:00 105	—	—	—
NAHANT	6:40 89	—	—	—	—	—	—	5:30 3/105	5:55 3/114	—	—
SILVIS	7:30 4/76 PM	—	—	7:00 2/40 AM	—	6:00 3/102 AM	8:55 3/75 PM	AM	AM	—	—
	—	—	—	—	—	—	—	TO	TO	—	—
	—	—	—	—	—	—	—	SAVANNA	MILWAUKEE	—	—

BETWEEN TWIN CITIES AND CHICAGO

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD					EASTWARD				
	7 SLSP-1	7 CSP-3	7 CSP-5	7 CSP-1	7 CSP-7	7 SPC-2	7 SPC-4	7 SPC-6	7 SPC-8	7 SPS1-2
PROVISO.....	—	PM 6:00 4/124	PM 3:00 3/103	PM 2:30 4/91	AM 2:00 3/42	PM 9:15 3/131	—	—	AM 10:30 4/130	—
40th STREET.....	—	—	—	—	—	—	AM 4:30 4/144	AM 6:30 3/137	—	—
40th STREET.....	—	—	—	—	VIA WAUKE- GAN	—	4:00 4/144	—	—	—
DEVAL.....	—	—	3:30 3/103	—	—	—	AM	—	—	—
DEVAL.....	—	—	PM	—	—	—	—	—	—	—
SHERMER.....	—	6:40	—	3:00	2:40	8:35	—	—	9:45	—
SHERMER.....	—	6:40	—	3:00	2:40	8:35	—	—	9:45	—
TOWER KO.....	—	—	VIA	—	2:55	—	VIA	5:15 137	—	—
TOWER KO.....	—	—	MADISON	—	2:55	—	MADISON	5:15 137	—	—
CHASE.....	—	8:45 130	—	4:15	5:15 63	6:45	—	3:45	7:55	—
CHASE.....	—	8:45 130	—	4:15	5:15 63	6:45	—	3:45	7:55	—
MILWAUKEE.....	—	—	—	—	5:30 63	—	—	3:30 137	—	—
MILWAUKEE.....	—	—	—	—	6:00 81	—	—	2:30 110	—	—
T. C. CONNECTION.....	—	9:15	—	4:45	—	6:15	—	—	7:20	—
T. C. CONNECTION.....	—	9:15	—	4:45	—	6:15	—	—	7:20	—
WATERTOWN.....	—	—	—	—	—	—	—	1:00 110	—	—
WATERTOWN.....	—	—	—	—	—	—	—	12:10 133	—	—
PORTAGE.....	—	11:20	PM	6:20	8:00	4:30	PM	10:45	5:30	—
PORTAGE.....	FROM	11:25	9:35 3/124	6:25	8:05	4:05	8:35 4/105	10:35	5:25	TO
NEW LISBON.....	ST. LOUIS	—	—	—	—	—	—	—	3:55	ST. LOUIS
NEW LISBON.....	—	—	—	—	—	—	—	—	3:40	—
LA CROSSE.....	PM	1:30	12:35	8:05	10:00	1:05	5:35	7:35	2:10	AM
LA CROSSE.....	9:30 4/112	1:50	12:45	8:10	10:05	1:00	5:30	7:30	1:40	2:10 4/118
WINONA.....	10:30 112	—	1:30 124	—	—	—	—	—	—	1:20 118
WINONA.....	11:00 98	—	2:00 143	—	—	—	—	—	—	12:50 110
ST. PAUL.....	1:30 4/98	6:00 4/130	4:55 3/143	11:00 4/91	1:00 3/81	9:30 3/131	2:00 4/105	4:00 3/133	10:30 4/130	10:10 4/110
	AM	AM	AM	PM	PM	AM	PM	PM	PM	PM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD					EASTWARD				
	7 SPSP-5	7 CSP-3	7 CSP-5	7 CSP-1	7 CSP-7	7 SPC-2	7 SPC-4	7 SPC-6	7 SPC-8	7 SPSP-6
PROVISO.....	—	PM 6:00 4/124	PM 3:00 3/103	PM 2:30 4/103	AM 2:00 3/65	PM 9:15 3/131	—	—	AM 10:30 4/134	—
40th STREET.....	—	—	—	—	—	—	AM 4:30 4/152	AM 6:30 3/140	—	—
40th STREET.....	—	—	3:30 3/103	—	VIA WAUKE- GAN	—	4:00 4/152	—	—	—
DEVAL.....	—	—	PM	—	—	—	AM	—	—	—
DEVAL.....	—	—	—	—	—	—	—	—	—	—
SHERMER.....	—	6:40	—	3:00	2:40	8:35	—	—	9:45	—
SHERMER.....	—	6:40	—	3:00	2:40	8:35	—	—	9:45	—
TOWER KO.....	—	—	VIA	—	2:55	—	VIA	5:15	—	—
TOWER KO.....	—	—	MADISON	—	2:55	—	MADISON	5:15	—	—
CHASE.....	—	8:45 130	—	4:15	5:15 86	6:45	—	3:45	7:55	—
CHASE.....	—	8:45 130	—	4:15	5:15 86	6:45	—	3:45	7:55	—
MILWAUKEE.....	—	—	—	—	5:30 86	—	—	3:30 140	—	—
MILWAUKEE.....	—	—	—	—	6:00 104	—	—	2:30 113	—	—
T. C. CONNECTION.....	—	9:15	—	4:45	—	6:15	—	—	7:20	—
T. C. CONNECTION.....	—	9:15	—	4:45	—	6:15	—	—	7:20	—
WATERTOWN.....	—	—	—	—	—	—	—	1:00 113	—	—
WATERTOWN.....	—	—	—	—	—	—	—	12:10 136	—	—
PORTAGE.....	—	11:20	PM	6:20	8:00	4:30	PM	10:45	5:30	—
PORTAGE.....	FROM	11:25	9:35 3/124	6:25	8:05	4:05	8:35 4/113	10:35	5:25	TO
NEW LISBON.....	SO. PEKIN	—	—	—	—	—	—	—	3:55	SO. PEKIN
NEW LISBON.....	—	—	—	—	—	—	—	—	3:40	—
LA CROSSE.....	PM	1:30	12:35	8:05	10:00	1:05	5:35	7:35	2:10	PM
LA CROSSE.....	11:30 3/82	1:50	12:45	8:10	10:05	1:00	5:30	7:30	1:40	10:50 3/44
WINONA.....	12:30 82	—	1:30 124	—	—	—	—	—	—	10:00 44
WINONA.....	1:00 70	—	2:00 143	—	—	—	—	—	—	9:30 32
ST. PAUL.....	3:30 3/70	6:00 4/130	4:55 3/143	11:00 4/103	1:00 3/104	9:30 3/131	2:00 4/113	4:00 3/136	10:30 4/134	7:00 3/32
	AM	AM	AM	PM	PM	AM	PM	PM	PM	PM

BETWEEN TWIN CITIES AND PEORIA-ALBIA

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD					WESTWARD			
	7 MA-2	3 COAL	7 94	7 MP-2	7 PM-1	3 HOPPER	7 AM-1	7 97	
MINNEAPOLIS.....	PM		AM	AM	PM		AM	PM	
MERRIAM.....	2:00 2/28	—	9:50 2/53	3:30 3/56	11:45 3/46	—	9:00 2/65	5:15 1/16	
MERRIAM.....	3:00	—	10:45 53	4:30	10:50	—	8:00	4:00	
MERRIAM.....	3:30	—	11:00 43	5:00	10:30	—	7:45	3:30	
WASECA.....	—	—	—	—	—	—	—	—	
WASECA.....	—	—	—	—	—	—	—	—	
ALBERT LEA.....	6:30 59	—	2:00 2/43	8:00 97	8:15 84	—	2:30 73	8:35 1/10	
ALBERT LEA.....	7:30 40	—	PM	8:10 97	7:30 90	—	11:30 36	AM	
MANLY.....	8:10	—	—	8:50	—	—	—	—	
MANLY.....	8:10	—	TO	8:50	—	—	—	—	
MASON CITY.....	8:35 40	—	ILL.	9:15 97	6:30 90	—	10:00 36	—	
MASON CITY.....	9:10 41	—	CENTRAL	9:45 61	6:00 69	—	9:00 25	—	
MARSHALLTOWN.....	1:30 42	—	—	12:15 3/64	1:00 3/69	—	3:00 40	—	
MARSHALLTOWN.....	3:00 27	—	—	1:30 2/24	11:00 2/45	—	10:00 16	—	
OSKALOOSA.....	4:45	—	—	3:30	9:00	—	—	—	
OSKALOOSA.....	5:00	—	—	3:40	8:45	—	—	—	
ALBIA.....	6:00 2/21	—	—	—	—	—	7:00 2/14	—	
ALBIA.....	AM	—	—	—	—	—	AM	—	
MONMOUTH.....	—	—	—	—	—	—	—	—	
MONMOUTH.....	—	—	—	—	—	—	—	—	
NEMO.....	—	—	—	7:30 28	4:00 47	—	—	—	
NEMO.....	—	—	—	8:15 41	3:30 39	—	—	—	
MIDDLE GROVE.....	—	PM	—	—	—	AM	—	—	
MIDDLE GROVE.....	—	1:54 5/125	—	—	—	3:28 5/127	—	—	
PEORIA.....	—	3:30 5/125	—	10:30 2/41	1:30 2/39	1:45 5/127	—	—	
		PM		PM	AM	AM			

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD					WESTWARD				
	3 W. F.	7 MA-2	3 COAL	7 94	7 CRP-2	7 PCR-1	3 HOPPER	7 AM-1	7 97	3 W. F.
MINNEAPOLIS.....	—	PM		AM				AM	PM	
MERRIAM.....	—	2:00 3/75	—	9:50 2/53	—	—	—	9:00 3/31	5:15 1/16	—
MERRIAM.....	—	3:00 75	—	10:45 53	—	—	—	8:00 31	4:00	—
MERRIAM.....	—	3:30 112	—	11:00 43	—	—	—	7:45 28	3:30	—
WASECA.....	—	5:25 132	—	—	—	—	—	—	—	—
WASECA.....	—	5:45 138	—	—	—	—	—	—	—	—
ALBERT LEA.....	—	7:00 138	—	2:00 2/43	—	—	—	2:30 66	8:35 1/10	—
ALBERT LEA.....	—	7:30 115	—	PM	—	—	—	11:30 55	AM	—
MANLY.....	—	8:20	—	—	—	—	—	10:20	—	—
MANLY.....	—	8:20	—	TO	—	—	—	10:20	—	—
MASON CITY.....	—	8:45 115	—	ILL.	—	—	—	10:00 55	—	—
MASON CITY.....	—	9:15 57	—	CENTRAL	—	—	—	9:00 18	—	—
MARSHALLTOWN.....	—	1:30 3/57	—	—	—	—	—	3:00 3/34	—	—
MARSHALLTOWN.....	—	3:00 2/21	—	—	—	—	—	10:30 2/20	—	—
OSKALOOSA.....	AM	4:45	—	—	—	—	—	8:15 24	—	PM
OSKALOOSA.....	8:00 1/10	5:00	—	—	FROM	TO	—	8:00 14	—	6:00 1/10
ALBIA.....	—	6:00 2/21	—	—	CEDAR	CEDAR	—	7:00 2/14	—	—
ALBIA.....	—	AM	—	—	RAPIDS	RAPIDS	—	AM	—	—
MORNING SUN.....	1:00 1/10	—	—	—	PM	AM	—	—	—	2:00 1/10
MORNING SUN.....	PM	—	—	—	12:15 3/111	2:30 3/72	—	—	—	PM
MONMOUTH.....	—	—	—	—	1:45 111	1:00	—	—	—	—
MONMOUTH.....	—	—	—	—	2:00 113	12:50	—	—	—	—
NEMO.....	—	—	—	—	2:20 113	12:35 72	—	—	—	—
NEMO.....	—	—	—	—	2:50 116	12:05 64	—	—	—	—
MIDDLE GROVE.....	—	—	PM	—	—	—	AM	—	—	—
MIDDLE GROVE.....	—	—	2:00 3/125	—	—	—	2:30 3/127	—	—	—
PEORIA.....	—	—	3:20 3/125	—	5:00 3/116	10:05 3/64	12:50 3/127	—	—	—
			PM		PM	PM	AM			

BETWEEN TWIN CITIES AND OMAHA-MISSOURI VALLEY

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 MCB-2	7 MO-2	7 CBMS-2	7 OM-2
	AM	AM	PM	AM
MINNEAPOLIS.....	2:00 2/54	12:30 3/95	8:00 2/60	12:30 3/86
MERRIAM.....	—	—	7:10 60	11:40 86
MERRIAM.....	—	—	6:50 70	11:20 101
MANKATO.....	5:00 54	3:30 95	5:00 70	9:30 101
MANKATO.....	5:45 68	4:00 86	4:30 84	8:30 68
ST. JAMES.....	7:00 68	5:15	3:00 84	7:10 68
ST. JAMES.....	7:15 47	5:20	2:00 65	7:00 69
BUTTERFIELD.....	7:40 47	—	—	—
BUTTERFIELD.....	8:00 58	—	—	—
WORTHINGTON.....	9:40 58	6:50 86	11:00 49	5:30 69
WORTHINGTON.....	10:00 62	7:10 91	10:30 53	5:15 62
SHELDON.....	11:00 62	—	—	—
SHELDON.....	11:15 49	—	—	—
SIOUX CITY.....	3:00 49	10:00 91	7:00 54	2:30 63
SIOUX CITY.....	6:00 61	10:45 123	4:00 113	1:30 87
CALIFORNIA JCT.....	7:30	12:15	1:50 114	11:59
CALIFORNIA JCT.....	7:30	12:15	1:30 79	11:59
BLAIR.....	—	12:45	—	11:30
BLAIR.....	—	12:45	—	11:30
OMAHA.....	—	1:45 3/123	—	10:30 3/87
OMAHA.....	—	PM	—	AM
MISSOURI VALLEY.....	8:00 2/61 PM	—	1:00 2/79 AM	—

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 MCB-2	7 MO-2	7 CBMS-2	7 OM-2
	AM	AM	PM	AM
MINNEAPOLIS.....	2:00 2/71	12:30 3/78	8:00 2/60	12:30 3/86
MERRIAM.....	—	—	7:10 60	11:40 86
MERRIAM.....	—	—	6:50 70	11:20 101
MANKATO.....	5:00 71	3:30 78	5:00 70	9:30 101
MANKATO.....	5:45 89	4:00 65	4:30 84	8:30 68
ST. JAMES.....	7:00 89	5:15	3:00 84	7:10 68
ST. JAMES.....	7:15 68	5:20	2:00 65	7:00 69
BUTTERFIELD.....	7:40 68	—	—	—
BUTTERFIELD.....	8:00 79	—	—	—
WORTHINGTON.....	9:40 78	6:50 65	11:00 49	5:30 69
WORTHINGTON.....	10:00 82	7:10 67	10:30 53	5:15 62
SHELDON.....	11:00 82	—	—	—
SHELDON.....	11:15 61	—	—	—
SIOUX CITY.....	3:00 70	10:00 67	7:00 54	2:30 63
SIOUX CITY.....	6:00 61	10:45 122	4:00 113	1:30 87
CALIFORNIA JCT.....	7:30	12:15	1:50 114	11:59
CALIFORNIA JCT.....	7:30	12:15	1:30 79	11:59
BLAIR.....	—	12:45	—	11:30
BLAIR.....	—	12:45	—	11:30
OMAHA.....	—	1:45 3/122	—	10:30 3/87
OMAHA.....	—	PM	—	AM
MISSOURI VALLEY.....	8:00 2/61 PM	—	1:00 2/79 AM	—

BETWEEN NELSON AND EAST ST. LOUIS

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD				EASTWARD			
	7 CSL-1	3 HOPPER	7 SPSL-2	7 GSL-1	7 SLSP-1	7 SLC-2	3 COAL	7 SLG-2
	PM	PM	PM	AM	AM	PM	PM	AM
NELSON.....	11:59 3/95	9:36 5/127	2:00 4/193	8:15 4/169	11:45 4/144	8:00 3/142	9:51 5/125	3:45 4/151
PEORIA.....	—	1:30 5/127	5:00 193	10:15 169	9:00 144	5:15 142	4:00 5/125	12:45 151
PEORIA.....	—	AM	5:45 133	10:50 141	8:00 129	4:30 130	PM	11:45 132
SOUTH PEKIN.....	3:00 95	—	7:00 143	11:45 141	7:30 4/129	3:45 130	—	11:00 132
SOUTH PEKIN.....	3:30 117	TO	7:45 3/104	11:50 141	6:00 69	2:50 124	FROM	10:00 76
BARR.....	4:30 117	MIDDLE	8:45 104	—	5:00 69	1:50 124	MIDDLE	—
BARR.....	4:40 115	GROVE	9:00 98	—	4:20 73	1:30 115	GROVE	—
BENLD.....	6:15	—	10:30	2:40 141	2:50	11:30	—	7:20
BENLD.....	6:15	—	10:30	2:40 141	2:50	11:30	—	7:20
E. ST. LOUIS.....	8:00 3/115	—	11:50 3/98	4:15 4/141	1:30 3/73	10:00 3/115	—	6:00 4/76
	AM		PM	PM	AM	AM		PM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD				EASTWARD			
	7 CSL-1	7 48	7 SPSP-6	7 GSL-1	7 49	7 SPSP-5	7 SLC-2	7 SLG-2
	PM		PM	AM		AM	PM	AM
NELSON.....	11:59 3/97	VIA	12:15 2/51	8:15 4/169	VIA	11:45 2/85	7:00 3/130	3:45 4/145
PEORIA.....	—	CRIP	2:30 51	10:15 169	CRIP	9:30 85	—	12:45 145
PEORIA.....	—	—	3:00 32	10:50 141	—	9:15 78	—	11:45 126
SOMMER.....	2:30	PM	3:30	11:15	AM	8:50	4:20	11:30
SOMMER.....	2:30	4:20 3/91	3:30	11:15	7:30 3/57	8:50	4:20	11:30
SOUTH PEKIN.....	3:00 97	4:45 91	4:00 3/32	11:45 141	7:00 57	8:30 2/78	4:00 130	11:00 126
SOUTH PEKIN.....	3:30 119	5:30 112	PM	11:50 141	5:40 69	AM	2:50 124	10:00 76
BARR.....	4:30 119	6:30 112	—	—	4:40 69	—	1:50 124	—
BARR.....	4:40 117	6:45 106	—	—	4:15 73	—	1:30 115	—
BENLD.....	6:15	10:30	—	2:40	2:50	—	11:30	7:20
BENLD.....	6:15	10:30	—	2:40	2:50	—	11:30	7:20
E. ST. LOUIS.....	8:00 3/117	11:50 3/106	—	4:15 4/141	1:30 3/73	—	10:00 3/115	6:00 4/76
	AM	PM		PM	AM		AM	PM

BETWEEN EAGLE GROVE AND DES MOINES

PRESENT

	SOUTH- WARD	NORTH- WARD
DAYS OPERATED PER WEEK TRAIN NO.	6 EDGM-1	6 DMEG-2
	PM	PM
EAGLE GROVE.....	11:15 2/55	3:00 2/41
AMES.....	4:30 72	10:00 57
AMES.....	5:30 50	9:15 41
DES MOINES.....	7:00 2/48	8:00 2/41
	AM	AM

PROPOSED

	SOUTH- WARD	NORTH- WARD
DAYS OPERATED PER WEEK TRAIN NO.	6 EGDM-1	6 DMEG-2
	PM	PM
EAGLE GROVE.....	11:15 2/55	3:00 2/41
AMES.....	4:30 72	10:00 57
AMES.....	5:30 48	9:15 34
DES MOINES.....	7:00 2/46	8:00 2/34
	AM	AM

BETWEEN DES MOINES AND MADRID

PRESENT

	EAST- WARD	WEST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 DMMD-2	7 MDDM-1
	PM	AM
DES MOINES.....	10:00 3/31	6:30 3/76
MADRID.....	12:01 3/32	4:00 3/81
	AM	AM

PROPOSED

	EAST- WARD	WEST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 DMMD-2	7 MDDM-1
	PM	AM
DES MOINES.....	10:00 3/68	6:30 3/72
MADRID.....	12:01 3/69	4:00 3/77
	AM	AM

BETWEEN TRACY AND BELLE PLAINE

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD		WESTWARD	
	² W. F.	⁶ HMC-2	⁶ MCH-1	² W. F.
		PM	AM	
TRACY.....	—	7:30 2/17	9:00 2/21	—
BUTTERFIELD.....	—	9:30 17	—	—
BUTTERFIELD.....	—	9:45 29	—	—
MASON CITY.....	AM	12:30 2/29	10:00 2/32	PM
MASON CITY.....	8:00 1/10	AM	PM	12:30 1/30
BELLE PLAINE.....	1:00 1/5	—	—	8:00 1/10
	PM			AM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD		WESTWARD	
	² W. F.	⁶ HMC-2	⁶ MCH-1	² W. F.
		PM	AM	
TRACY.....	—	7:30 2/17	9:00 2/23	—
BUTTERFIELD.....	—	9:30 17	—	—
BUTTERFIELD.....	—	9:45 29	—	—
MASON CITY.....	AM	12:30 2/29	10:00 2/34	PM
MASON CITY.....	8:00 1/10	AM	PM	12:30 1/30
BELLE PLAINE.....	1:00 1/5	—	—	8:00 1/10
	PM			AM

BETWEEN MARQUETTE AND SIOUX FALLS

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	3 MQAU-1	6 CSF-1	3 AUMQ-2	6 SFC-2
	AM		PM	
MARQUETTE.....	7:00 2/45	FROM	4:45 2/19	TO
CALMAR.....	10:00 2/45	OELWEIN	3:25 2/19	OELWEIN
CALMAR.....	AM	—	PM	—
NEW HAMPTON.....	—	AM	—	AM
NEW HAMPTON.....	TO	3:30 3/128	FROM	2:50 3/97
MASON CITY.....	AUSTIN	5:00 128	AUSTIN	1:30 97
MASON CITY.....	—	7:45 120	—	11:15 69
SPENCER.....	—	10:15 120	—	8:45 69
SPENCER.....	—	10:30 81	—	8:15 50
SHELDON.....	—	11:59 81	—	7:15 50
SHELDON.....	—	12:30 91	—	6:45 54
CANTON.....	—	2:00 91	—	5:45 54
CANTON.....	—	2:30 42	—	5:30 42
SIOUX FALLS.....	—	3:30 3/42	—	5:00 3/42
		PM		PM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	3 MQAU-1	6 CSF-1	3 AUMQ-2	6 SFC-2
	AM		PM	
MARQUETTE.....	7:00 2/45	FROM	4:45 2/19	TO
CALMAR.....	10:00 2/45	CEDAR	3:25 2/19	CEDAR
CALMAR.....	AM	—	PM	—
NORA SPRINGS.....	—	AM	—	AM
NORA SPRINGS.....	TO	12:30 3/127	FROM	1:30 3/105
MASON CITY.....	AUSTIN	1:00 127	AUSTIN	1:00 105
MASON CITY.....	—	3:45 131	—	11:15 74
SPENCER.....	—	6:15 131	—	8:45 74
SPENCER.....	—	6:30 92	—	8:15 55
SHELDON.....	—	8:00 92	—	7:15 55
SHELDON.....	—	8:30 102	—	6:45 62
CANTON.....	—	10:00 102	—	5:45 62
CANTON.....	—	10:30 50	—	5:30 50
SIOUX FALLS.....	—	11:30 3/50	—	5:00 3/50
		AM		PM

BETWEEN CALMAR AND AUSTIN

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD			EASTWARD		
	7 KCSP-2	3 MQAU-1	7 KCSP-4	3 AUMQ-2	7 SPKC-4	7 SPKC-2
CALMAR.....	—	AM 10:30 2/6	—	PM 3:00 2/24	—	—
TAOPI.....	PM	—	AM	—	PM	PM
TAOPI.....	4:30 4/147	—	5:45 4/39	—	12:15 4/115	11:30 4/120
AUSTIN.....	5:00 4/147	3:00 2/6	6:15 4/39	11:00 2/24	11:45 4/115	11:00 4/120
	PM TO ST. PAUL	PM	AM TO ST. PAUL	AM	AM FROM ST. PAUL	PM FROM ST. PAUL

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	3 MQAU-1	7 KCSP-2	3 AUMQ-2	
CALMAR.....	AM 10:30 2/6	—	PM 3:00 2/24	
TAOPI.....	—	PM	—	
TAOPI.....	—	11:15 3/55	—	
AUSTIN.....	3:00 2/6	11:45 3/55	11:00 2/24	
	PM	PM TO ST. PAUL	AM	

BETWEEN RIVER JCT. AND KANSAS CITY

PRESENT

	FED PER WEEK IN NO.	SOUTHWARD							NORTHWARD						
		6 MQSA-2	6 RI W.F.	7 CKC-1	7 MCL-1	7 SAOT-1	7 SPSL-2	7 MCK-1	6 RI W.F.	6 SAMQ-1	7 KCC-2	7 SLSP-1	7 CBSA-2	7 OTSA-2	7 KCM-2
RIVER JCT.	—	—	—	—	—	—	AM	—	—	—	PM	—	—	—	—
MARQUETTE	PM	—	—	—	—	—	2:40 4/173	—	—	—	9:00 4/111	—	—	—	—
MARQUETTE	5:05 1/26	—	—	—	—	—	4:30	—	PM	—	7:10	—	—	—	—
DUBUQUE	7:25 26	—	—	—	—	—	4:30	FROM	—	3:15 1/39	7:10	—	—	TO	TO
DUBUQUE	9:00 30	—	—	—	—	—	6:20 173	MILWAUKEE	—	11:15 39	5:20 15	—	—	MILWAUKEE	MILWAUKEE
SAVANNA	11:00 1/30	TURN	FROM	—	—	—	7:00 121	—	—	10:15 70	TO	4:40 108	—	—	—
SAVANNA	PM	—	PROVISO	PM	AM	—	—	AM	TURN	8:15 1/70	PROVISO	—	PM	AM	PM
CLINTON	—	PM	—	1:00 4/145	10:00 2/10	—	1:00 4/46	—	AM	—	—	4:00 3/117	1:15 2/25	9:30 4/124	10:30 3/46
CLINTON	—	PM	—	1:45 4/145	11:00 10	9:00 4/121	1:45 46	—	—	PM	2:40 4/108	3:00 3/117	12:30 25	8:30 124	9:45 3/46
QUAD CITIES	—	12:30 1/30	3:00 4/110	PM	11:30 53	AM	4:00 90	11:30 1/30	—	9:30 4/84	PM	PM	12:01 101	6:30 119	PM
QUAD CITIES	—	5:00 1/30	—	—	1:00 53	—	5:15 90	7:30 1/30	—	—	—	—	10:30 101	5:00 119	—
OTTUMWA	—	PM	—	—	1:30 2	TO	5:30 82	AM	—	—	FROM	FROM	9:30 51	4:30 119	—
OTTUMWA	—	—	8:00 110	—	5:00 2/5	ST. LOUIS	9:00 82	—	—	5:00 84	ST. LOUIS	CO. BLUFFS	6:00 2/54	1:30 119	—
LAREDO	—	—	10:15 119	—	PM	—	11:10 76	—	—	4:45 120	—	—	PM	12:30 131	—
LAREDO	—	—	2:10	—	—	—	2:25	—	—	1:30	—	—	—	9:15	—
LAREDO	—	—	2:10	—	—	—	2:25	—	—	1:30	—	—	—	9:15	—
KANSAS CITY	—	—	4:15 4/119	—	—	—	4:30 4/76	—	—	10:45 4/120	—	—	—	6:30 4/131	—
			AM				PM			AM				PM	

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD							NORTHWARD						
	7 MCK-1	7 CRKC-1	7 SPSP-4	7 MOT-1	7 OTM-2	7 SPSP-1	7 CBSA-2	7 KCC-2	7 KCM-2	7 CLM-2	7 CLM-2	7 CLM-2	7 CLM-2	7 CLM-2
RIVER JCT.	—	—	—	—	—	PM	—	—	—	—	—	—	—	—
MARQUETTE	—	—	—	11:15 3/99	—	—	—	—	11:10 3/62	—	—	—	—	—
MARQUETTE	—	—	—	1:05 99	—	—	—	—	9:20 62	—	—	—	—	—
DUBUQUE	—	—	FROM	1:45 125	FROM	—	—	—	8:50 123	—	—	TO	—	—
DUBUQUE	—	—	MILWAUKEE	3:35 125	MILWAUKEE	—	—	—	7:00 134	—	—	MILWAUKEE	—	—
SAVANNA	—	—	—	4:15 92	—	—	—	—	6:30 117	—	—	—	—	—
SAVANNA	—	—	PM	5:30 92	AM	—	—	—	4:30 117	—	—	AM	—	—
CLINTON	—	—	1:00 3/145	5:45 73	1:00 3/56	—	—	8:45 3/23	3:30 62	4:30 3/140	—	9:00 3/117	—	—
CLINTON	—	—	1:45 145	6:45 3/73	1:45 56	—	—	7:45 23	2:30 3/62	3:30 3/140	—	8:00 117	—	—
CLINTON	—	—	2:30 55	—	AM	—	—	7:15 123	PM	PM	—	7:40 121	—	—
QUAD CITIES	—	—	3:45 55	FROM	3:45 105	—	—	6:00 122	—	TO	—	6:25 121	—	—
QUAD CITIES	—	—	4:15 49	CEDAR	TO	4:15 45	—	5:30 105	FROM	FROM	CEDAR	5:55 114	—	—
CULVER	—	—	5:00 3/49	RAPIDS	SO. PEKIN	5:00 45	—	4:15 108	SO. PEKIN	CO. BLUFFS	RAPIDS	5:20 3/114	—	—
CULVER	—	—	PM	—	5:00 45	—	—	4:15 108	—	—	—	AM	—	—
OTTUMWA	—	—	—	8:45 3/48	—	—	—	1:00 3/111	—	—	PM	—	—	—
OTTUMWA	—	—	VIA	9:30 3/63	AM	—	—	—	—	—	—	11:45 3/119	VIA	—
LAREDO	—	—	CR1&P	12:30	—	—	—	—	—	—	—	8:30 120	CR1&P	—
LAREDO	—	—	—	12:30	—	—	—	—	—	—	—	8:30 120	—	—
POLO	—	—	—	2:00 3/63	—	—	—	—	—	—	—	7:00 3/120	—	—
POLO	—	—	—	PM	—	—	—	—	—	—	—	PM	—	—
KANSAS CITY	—	—	—	VIA	—	—	—	—	—	—	—	VIA	—	—
			CR1&P									CR1&P		

BETWEEN CEDAR RAPIDS AND OTTUMWA

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD	EASTWARD
	6 179	6 186
	PM	AM
CEDAR RAPIDS.....	11:01 2/40	6:25 2/30
AMANA.....	12:20	4:40
AMANA.....	12:20	4:40
NORTH ENGLISH.....	1:35	3:05
NORTH ENGLISH.....	1:35	3:05
RUTLEDGE.....	3:19	12:20
RUTLEDGE.....	3:19	12:20
OTTUMWA.....	3:40 2/30	12:01 2/40
	AM	AM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD	EASTWARD
	7 CRKC-1	7 KCCR-2
	AM	AM
CEDAR RAPIDS.....	4:00 2/46	7:00 2/37
AMANA.....	5:20	5:10
AMANA.....	5:20	5:10
NORTH ENGLISH.....	6:35	3:35
NORTH ENGLISH.....	6:35	3:35
RUTLEDGE.....	8:19	12:50
RUTLEDGE.....	8:19	12:50
OTTUMWA.....	8:40 2/36	12:30 2/52
	AM TO KANSAS CITY	AM FROM KANSAS CITY

BETWEEN MASON CITY AND ST. PAUL

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	8 AUSP-1	3 MCAU-1	3 AUMC-2	8 SPAU-2
MASON CITY.....	—	PM 12:01 1/24	AM 10:30 1/42	—
AUSTIN.....	AM	3:00 1/26	8:00 1/42	PM
AUSTIN.....	9:00 1/19	PM	AM	11:59 1/16
FARMINGTON.....	—	—	—	—
FARMINGTON.....	—	—	—	—
ST PAUL.....	5:00 1/35 PM	—	—	5:40 1/21 PM

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 66	7 70	7 69	7 65
MASON CITY.....	PM 8:00 3/89	AM 10:15 3/103	PM 1:55 3/81	AM 1:55 3/94
PLYMOUTH JCT.....	—	10:30 103	1:40 81	1:40 94
PLYMOUTH JCT.....	—	10:50 133	1:20 106	1:20 109
AUSTIN.....	8:55 89	11:40 133	12:30 106	12:30 109
AUSTIN.....	9:10 105	12:10 100	12:10 99	12:01 91
COMUS.....	10:35	—	—	10:40
COMUS.....	10:45	—	—	10:40
NORTHFIELD.....	11:00 3/105 PM TO ST. PAUL	1:45 3/100 PM TO ST. PAUL	10:30 3/89 AM FROM ST. PAUL	10:30 3/91 PM FROM ST. PAUL

BETWEEN HAYFIELD AND CLARION

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD			NORTHWARD		
	7 SPKC-2	7 SPKC-4	6 W. F.	6 W. F.	7 KCSP-4	7 KCSP-2
	PM	AM			AM	PM
HAYFIELD.....	10:00 4/139	10:30 4/93	—	—	7:00 4/35	6:00 4/130
AUSTIN.....	10:30 4/139	11:00 4/93	AM	AM	6:30 4/35	5:30 4/130
AUSTIN.....	PM	AM	8:00 2/40	4:00 2/30	AM	PM
	TO	TO			FROM	FROM
MASON CITY.....	TAOPI	TAOPI	10:30	1:30	TAOPI	TAOPI
MASON CITY.....	—	—	11:00	1:00	—	—
CLARION.....	—	—	2:00 2/26 PM	10:30 2/40 PM	—	—

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	SOUTHWARD		NORTHWARD	
	6 W. F.	6 W. F.	7 KCSP-2	
			AM	
HAYFIELD.....	—	—	12:45 3/40	
AUSTIN.....	AM	AM	12:15 3/40	
AUSTIN.....	8:00 2/40	4:00 2/30	AM	
MASON CITY.....	10:30	1:30	—	
MASON CITY.....	11:00	1:00	—	
CLARION.....	2:00 2/26 PM	10:30 2/40 PM	—	

BETWEEN BUREAU AND PEORIA-SOMMER

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	6 45	7 48	6 46	7 49
	AM	AM	AM	PM
BUREAU.....	10:15 2/83	6:04 2/108	3:40 2/52	11:15 2/77
PUTNAM.....	—	—	—	—
PUTNAM.....	—	—	—	—
SANKOTY.....	—	—	—	—
SANKOTY.....	—	—	—	—
PEORIA.....	11:30 2/66	8:05 2/106	2:08 2/52	10:05 2/77
PEORIA.....	AM	AM	AM	PM
SOMMER.....	—	—	—	—

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD			EASTWARD		
	3 HOPPERS	7 45	7 48	7 49	7 46	3 COAL
	PM	AM	PM	AM	AM	PM
BUREAU.....	11:30 3/127	2:30 2/100	1:50 3/142	9:40 3/116	2:00 2/65	4:45 3/125
PUTNAM.....	—	2:45 100	—	—	—	—
PUTNAM.....	—	3:00 83	—	—	—	—
SANKOTY.....	12:30	—	—	—	12:30	—
SANKOTY.....	12:30	—	—	—	12:15	—
PEORIA.....	12:50 3/127	4:30 2/83	3:10 142	8:30 116	12:01 2/65	3:20 3/125
PEORIA.....	AM	AM	3:30 81	8:00 57	AM	PM
SOMMER.....	—	—	4:00 3/81	7:30 3/57	—	—
	TO MIDDLE GROVE		PM TO ST. LOUIS	AM FROM ST. LOUIS		FROM MIDDLE GROVE

BETWEEN MANLY AND MORNING SUN

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD			WESTWARD		
	7 2/84	7 1/84	7 52	7 51	7 99	7 W. F.
MANLY.....	PM 2:10 2/79	—	AM 12:15 3/63	—	PM 7:55 3/108	PM 11:15 1/29
CLARKSVILLE.....	—	—	—	—	—	—
CLARKSVILLE.....	—	—	—	—	—	—
WATERLOO.....	—	—	—	—	—	—
WATERLOO.....	—	—	—	—	—	—
BRYANT.....	79	—	63	—	108	—
BRYANT.....	86	—	2:02 83	—	116	—
CEDAR RAPIDS.....	6:38 86	PM	4:05 83	AM	3:08 116	1:25 1/46
CEDAR RAPIDS.....	9:35 80	6:23 1/30	6:00 110	9:30 2/116	1:20 82	PM
WEST LIBERTY.....	10:51 2/80	7:58 1/30	7:18 3/110	8:15 2/116	12:18 3/82	—
WEST LIBERTY.....	PM	PM	AM	AM	PM	—
MORNING SUN.....	TO	TO	TO	FROM	FROM	—
	SILVIS	SILVIS	SILVIS	SILVIS	SILVIS	

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	EASTWARD						WESTWARD					
	7 CRP-2	7 48	6 SFC-2	7 94	7 194	7 52	7 151	7 49	7 51	7 93	7 PCR-1	6 CSF-1
MANLY.....	—	AM 5:30 3/132	FROM	PM 1:50 3/82	—	AM 1:45 3/89	—	PM 6:00 3/103	AM 4:30 3/6	AM 4:45 3/79	—	TO
PLYMOUTH JCT.....	—	—	MASON CITY	2:05 82	—	2:00 89	—	—	—	4:30 79	—	MASON CITY
PLYMOUTH JCT.....	—	—	—	2:25 107	—	2:20 104	—	—	—	4:10 109	—	—
NORA SPRINGS.....	—	—	AM	—	—	—	—	—	—	—	—	AM
NORA SPRINGS.....	—	—	1:30 3/105	—	—	—	—	—	—	—	—	12:30 3/127
WATERLOO.....	—	—	—	—	—	—	—	—	—	—	—	—
WATERLOO.....	—	—	—	—	—	—	—	—	—	—	—	—
BRYANT.....	—	7:20	4:00	3:55 107	—	4:10 104	—	4:00 103	12:30 6	2:10 109	—	10:30 127
BRYANT.....	—	7:20	4:00	4:20 129	—	4:25 105	—	3:40 113	12:01 11	1:50 94	—	10:00 150
CEDAR RAPIDS.....	AM	8:30 132	5:15 3/105	5:30 3/129	PM	5:35 3/105	AM	2:30 113	10:15 3/13	12:40 3/94	AM	8:30 3/150
CEDAR RAPIDS.....	9:45 3/100	9:15 107	AM	PM	7:00 1/16	AM	7:30 1/55	2:00 108	PM	AM	6:00 3/26	PM
WEST LIBERTY.....	10:45 100	10:15 3/107	—	—	8:00 1/16	—	6:30 1/55	1:00 3/118	—	—	5:00 26	—
WEST LIBERTY.....	11:00 106	AM	TO	TO	PM	TO	AM	PM	FROM	FROM	4:30 54	FROM
COLUMBUS JCT.....	11:30 106	—	PROVISO	PROVISO	—	PROVISO	—	—	PROVISO	PROVISO	4:00 54	PROVISO
COLUMBUS JCT.....	11:45 111	TO	—	—	TO	—	FROM	FROM	—	—	3:30 70	—
MORNING SUN.....	12:15 3/111	SILVIS	—	—	SILVIS	—	SILVIS	SILVIS	—	—	2:45 3/70	—
	PM TO PEORIA										AM FROM PEORIA	

BETWEEN ESTHERVILLE AND SIOUX FALLS

PRESENT

	WEST- WARD	EAST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	6 53	6 54
	AM	AM
ESTHERVILLE.....	10:30 1/24	12:20 1/28
SIOUX FALLS.....	5:40 1/7 PM	6:10 1/8 PM

PROPOSED

	WEST- WARD	EAST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	3 53	3 54
	AM	PM
ESTHERVILLE.....	8:00 1/20	6:30 1/40
LARCHWOOD.....	12:30 1/20 PM TURN	1:30 1/40 PM TURN

BETWEEN COBURN AND ST. JOSEPH

PRESENT

	WEST- WARD	EAST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 63	7 64
	AM	PM
COBURN.....	7:15 1/23	10:45 1/26
ST. JOSEPH.....	11:00 1/23 AM	7:45 1/26 PM

PROPOSED

	WEST- WARD	EAST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 63	7 64
	PM	PM
COBURN.....	1:00 1/25	8:05 1/8
ST. JOSEPH.....	4:45 1/25 PM	5:30 1/8 PM

BETWEEN TAMA AND ARION

PRESENT

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 CLCB-1	7 CDM-1	7 DMC-2	7 CBCL-2
	AM	AM	AM	PM
TAMA.....	12:25 2/40	8:00 3/79	6:30 3/127	5:00 2/87
MARSHALLTOWN.....	1:00 40	8:30 3/79	6:00 3/127	4:30 87
MARSHALLTOWN.....	1:30 69	AM	AM	3:45 90
AMES.....	2:30 69	—	—	2:30 90
AMES.....	3:00 58	TO	FROM	2:00 79
BOONE.....	3:30 58	DES MOINES	DES MOINES	1:30 79
BOONE.....	6:00 75	—	—	11:00 71
CARROLL.....	—	—	—	—
CARROLL.....	—	—	—	—
DENISON.....	—	—	—	—
DENISON.....	—	—	—	—
ARION.....	9:00 2/73	—	—	7:00 2/60
	AM TO CO. BLUFFS			AM FROM CO. BLUFFS

PROPOSED

DAYS OPERATED PER WEEK TRAIN NO.	WESTWARD		EASTWARD	
	7 CLCB-1			7 CBCL-2
	AM			PM
TAMA.....	12:25 2/67			5:00 2/103
MARSHALLTOWN.....	1:00 67			4:30 103
MARSHALLTOWN.....	1:30 75			3:45 95
AMES.....	2:30 75			2:30 95
AMES.....	3:00 55			2:00 84
BOONE.....	3:30 55			1:30 84
BOONE.....	6:00 72			11:00 76
CARROLL.....	— 68			— 77
CARROLL.....	— 61			— 75
DENISON.....	— 61			— 75
DENISON.....	— 66			— 65
ARION.....	9:00 2/66			7:00 2/65
	AM TO CO. BLUFFS			AM FROM CO. BLUFFS

BETWEEN MANILLA AND COUNCIL BLUFFS

PRESENT

WESTWARD	
DAYS OPERATED PER WEEK TRAIN NO.	7 SACB-1
	PM
MANILLA.....	5:00 3/10
COUNCIL BLUFFS.....	8:00 3/10
	PM

PROPOSED

WESTWARD	
DAYS OPERATED PER WEEK TRAIN NO.	7 SACB-1
	PM
MANILLA.....	5:00 3/10
COUNCIL BLUFFS.....	8:00 3/10
	PM

BETWEEN ARION AND SIOUX CITY

PRESENT

	EAST- WARD	WEST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 SCC-2	7 CSC-1
	PM	PM
SIOUX CITY.....	7:45 4/110	6:00 4/90
ARION.....	9:15 4/110	3:55 4/90
	PM TO PROVISO	PM FROM PROVISO

PROPOSED

	EAST- WARD	WEST- WARD
DAYS OPERATED PER WEEK TRAIN NO.	7 SCC-2	7 CSC-1
	PM	PM
SIOUX CITY.....	7:45 4/110	6:00 4/90
ARION.....	9:15 4/110	3:55 4/90
	PM TO PROVISO	PM FROM PROVISO



*AN ANALYSIS OF THE PROPOSED
NORTH WESTERN-MILWAUKEE ROAD
CONSOLIDATION*

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STATEMENT OF POSITION

The life of every person is influenced by transportation service and by the decisions that shape our transportation system.

Our nation is in an era of important and far-reaching changes in the basic structure of its transportation industry. Railroads, once the dominant form of transportation, have been subjected to intense competition from highways, waterways, airways and pipelines. The advent of this competition, combined with technological changes within the railroad industry, has resulted in an excess of rail facilities, particularly in the Midwest.

One answer to this growing problem is the realignment of existing railroads into a smaller number of major rail systems capable of meeting today's transportation requirements. This pattern has already been established, particularly in the East. Another major step in this direction was taken in June, 1966, when the Chicago and North Western and the Milwaukee Road jointly petitioned the Interstate Commerce Commission for authority to consolidate.

Unification of these two midwestern-based carriers is, we believe, the single most logical move toward development of a strong rail transportation system that will contribute to the growth of the region they serve. It will permit a reallocation of investment away from duplicating non-productive facilities and into the modern technological improvements which will provide the basis for the rejuvenation of railroad service.

The North Western and the Milwaukee Road are aggressive, pioneering railroads, linked together by common bonds of history and geography. Both have carried forward wide-ranging programs of physical improvements. Both have taken progressive steps to inaugurate better service. Both have led the way in new approaches to pricing and marketing.

However, because of problems peculiar to the region where their operations are principally concentrated, they are not keeping pace with the growth in the national economy.

The North Western and the Milwaukee Road are particularly sensitive to changes in the economy because of intense competition from other forms of transportation—notably trucks operating over a network of highways which are steadily being enlarged and improved. Compe-

tition of this kind prevents the two roads from building up adequate reserves in periods of relative prosperity.

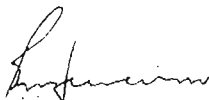
Their rates are low, their average haul is short. In periods when earnings are good, these have largely been directed toward the purchase of new equipment and modernization of facilities. The North Western and the Milwaukee Road simply do not have the financial resources to withstand a major economic downturn, let alone constant traffic diversion to competitors. In this sense, the two carriers must be regarded as marginal roads.

This is true notwithstanding favorable financial results which both carriers have reported in recent years of unprecedented national prosperity. The fact is that both are still confronted with serious problems caused by low-profit short hauls, intense competition from other forms of transportation, high terminal costs, a profusion of little-used branch lines and the fluctuations of the agricultural economy of which they are an important part.

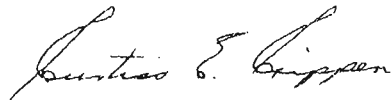
The North Western and the Milwaukee Road are logical components of an integrated rail system—a system which would be more capable of sustaining financially marginal services, of achieving maximum utilization of a combined car fleet, of eliminating wasteful duplication of facilities and of generating adequate resources for the maintenance, replacement and constant improvement of plant and equipment. In the history of railroading, there have seldom, if ever, been two more natural partners for merger.

Unification of the two marginal carriers would prove beneficial to the regions and the communities served—to shippers, employees, investors and the general public, which ultimately pays the cost of transportation.

The public benefits that would result from a successful consolidation are detailed in the pages that follow. We invite your careful study. We are confident you will join in our conviction that unification of the two carriers will be in the best interests of the entire territory they serve, as well as the nation as a whole.



BEN W. HEINEMAN
Chairman and President
Chicago and North Western
Railway Company



CURTISS E. CRIPPEN
President
Chicago, Milwaukee, St. Paul and
Pacific Railroad Company

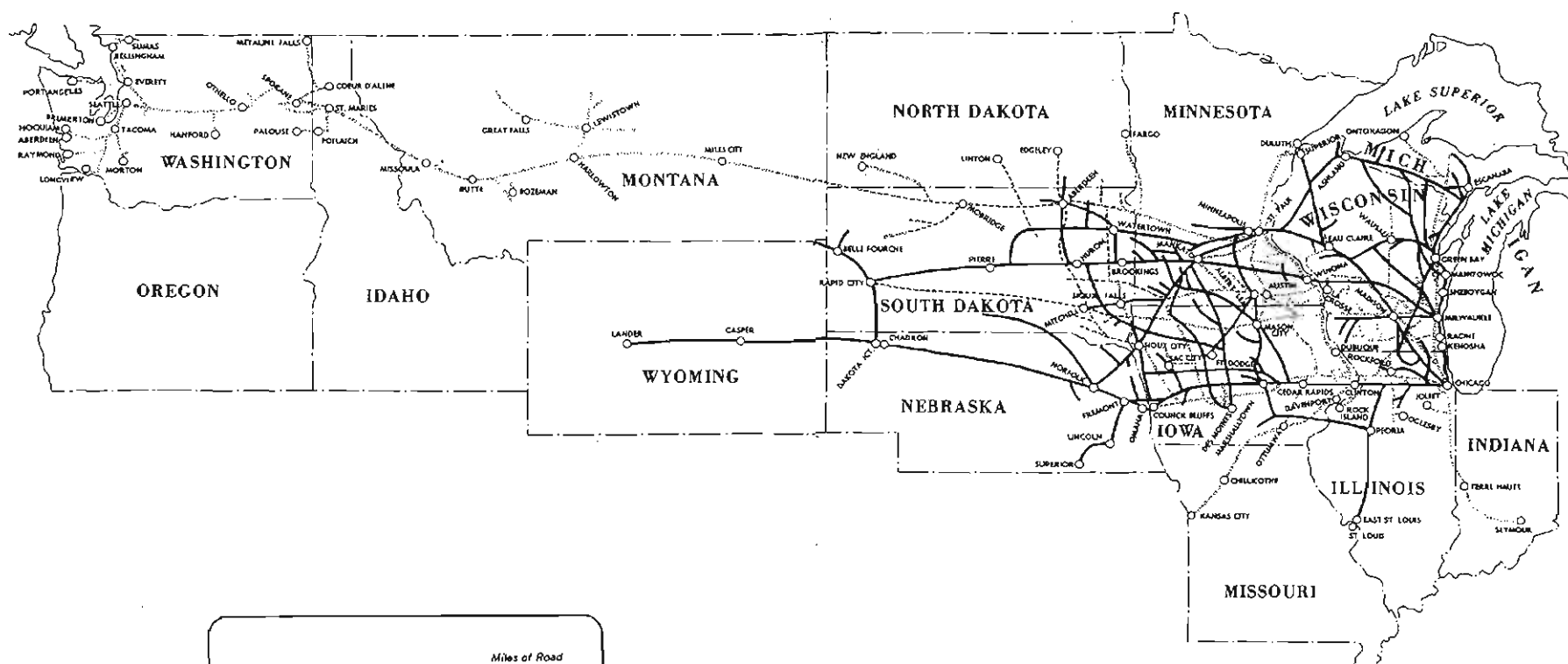
IN BRIEF

The consolidation of such natural partners as the North Western and the Milwaukee Road would inevitably bring benefits to the public as a whole . . . to industrial shippers, farmers, investors, employees, communities, states and the nation, as well as to the transportation industry.

Summarizing briefly, the consolidation would . . .

- **Create a more vigorous and healthier rail system from two marginal railroads, thus offering countless benefits that derive from improved financial condition.**
- **Eliminate unnecessary and wasteful duplication of services and facilities, thereby allowing better use of funds to provide the same or superior rail service at lower cost and freeing excess land for other useful purposes.**
- **Provide better and more economical service to shippers, thereby helping them to keep pace with the expanding economy.**
- **Promote a better freight car supply through the pooling of existing car fleets and heavier investments in new equipment.**
- **More readily attract the investment funds required to provide the transportation needs of the future.**
- **Provide the financial strength that will place the unified line in a better position to preserve needed branch lines that often produce only marginal revenue.**
- **Create a stronger railroad to generate the funds necessary to maintain and improve passenger service where there is public need and support.**
- **Provide resources critically needed to help meet the continuing upward trend in wage rates.**
- **Be the basis for a more vigorous and comprehensive program of industrial development, with resultant benefits to the communities within the service area of the combined railroads.**

RAIL LINES OF THE NORTH WESTERN AND THE MILWAUKEE ROAD



— Chicago and North Western
 - - - Milwaukee Road

Miles of Road
 10,246
 10,512

THE TRANSPORTATION REVOLUTION

The national trend toward railroad mergers is a desperate struggle for survival through adjustment to increased wage and material costs and to the changing transportation needs of the public. The problems which impel railroads to realign their systems to the modern demands of our transportation economy are nowhere as concentrated as they are in the Midwest.

The North Western and the Milwaukee Road began operations in the mid-1800s to help develop and serve a farm-oriented economy in the Midwest. There were no trucks, automobiles, airplanes or pipelines and competition on the inland waterways was very limited. Outside of the horse and wagon, railroads provided total transportation.

They performed their role well. Cities and villages throughout the Midwest were tied together by an overlapping network of rails that helped them prosper and grow. The short haul was the bread and butter of the midwestern railroads.

Invention of the internal combustion engine, however, sired the automobile, the truck, the bus and the airplane. Those forms of transportation ultimately provided stiff challenges to the very existence of the railroads without offering a satisfactory substitute for many essential railroad services.

The effects of this fundamental change in transportation were particularly disastrous to railroads in the Midwest—the basic territory served by the North Western and the Milwaukee Road.

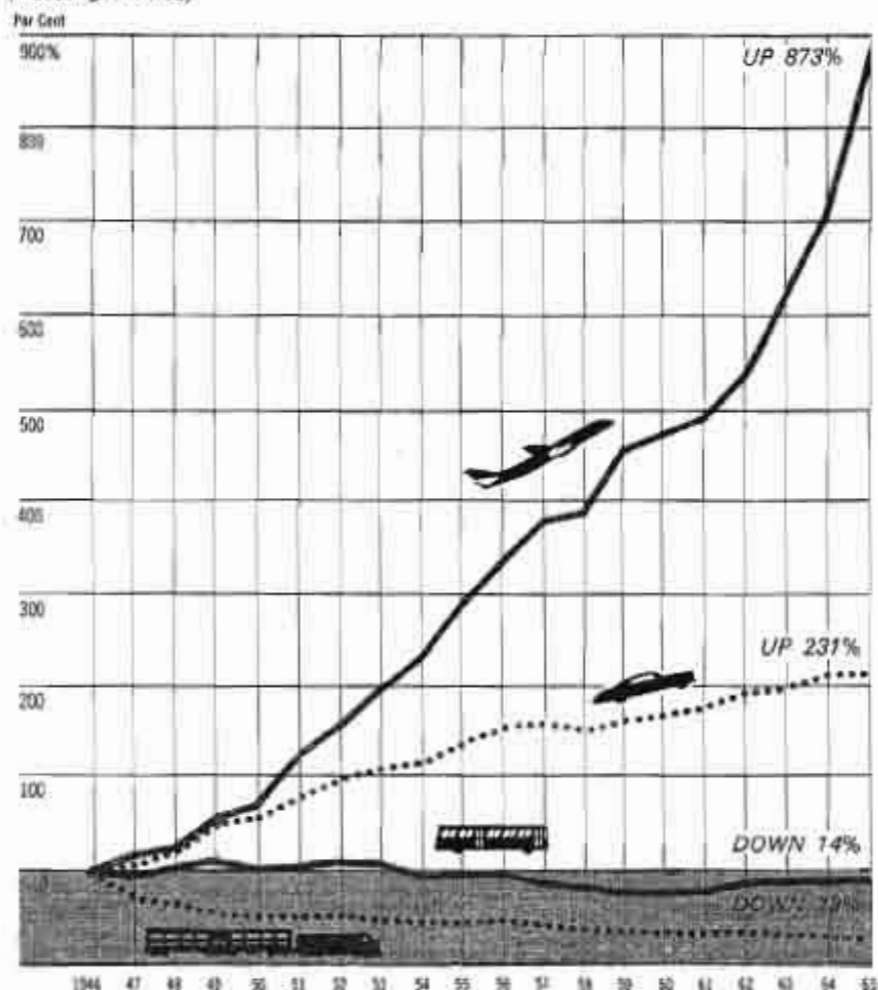
The proliferation of midwestern railroad lines that had been an asset in another era now became a liability. Technical advances and market changes rendered the existing rail networks and operating patterns obsolete.

Yet, as individual competing lines, many railroads are tied to a system designed to serve the needs of the previous century—a rail system seriously handicapped in its efforts to meet the transportation challenges of today.

The loss of freight and passenger business to other forms of competition and the increase in the efficiency of the railroads have resulted in a transportation *overcapacity* in the Midwest. The railroads are burdened with too much trackage, too many terminals, too many maintenance and repair centers, too many freight yards. The result is wasteful and costly duplication.

CHANGES IN NATIONAL PASSENGER TRAVEL - 1946-1965

(Passenger Miles)



Railroad Passenger Business Eroded

As the primary means of traveling between cities, the automobile accounts for about 90 per cent of the total. The 75 million automobiles registered in 1965 traveled 700 billion miles. Each carried a passenger or passengers who might have traveled by rail.

Buses, using the same tax-supported streets and highways, carried nearly a half-billion passengers in 1965 and have laid claim to a large share of the short-haul traffic.

Airplanes, ranging from large transcontinental carriers to small feeder lines, take a large part of available passenger traffic.

Although these newer forms of transportation have diverted substantial passenger business away from the railroads, the North Western and the Milwaukee Road will continue to operate passenger trains for which there is public need and support. At the same time, they will improve the quality of service retained to meet the needs of a diminishing intercity market. In addition, they have been modernizing and improving their suburban commuter service to the degree that these have attracted nationwide attention.

Freight Patterns Change

With new forms of transportation capturing passenger business, the essential role of the railroads is even more concentrated in freight operations.

But, here too, the North Western and the Milwaukee Road are handicapped because basically they serve a relatively compact area in the Midwest. Some railroads competing with them have average freight hauls of more than 400 or even 500 miles. By contrast, in 1965 the North Western's average haul was only 259 miles, one of the shortest of any major Western District railroad, and the Milwaukee Road's average was 372 miles, still below the average for all district roads.

Short hauls produce less revenue than long hauls. In addition, the short-haul rail carrier is more susceptible to competition from other forms of transportation.

Trucks the Main Competitor

The truck is tailor-made to compete on country roads and rural highways for grain and livestock traffic, the primary commodities carried on the branch lines of the midwestern granger railroads.

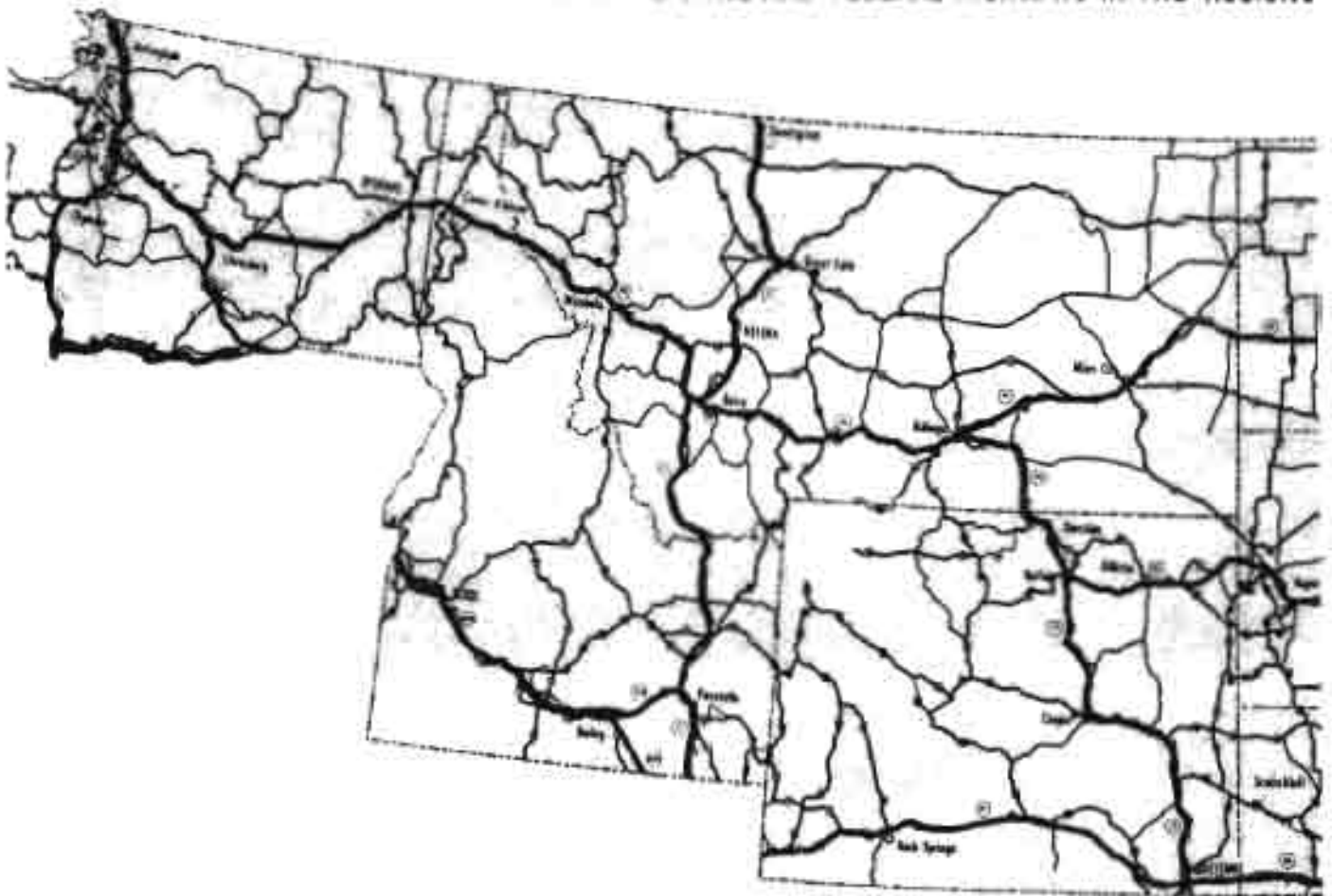
In the period from 1946 to 1965, trucks more than doubled their share of the intercity ton-mile freight business while railroads have been unable to hold their own. In the principal area served by the North Western and Milwaukee Road, for example, trucks actually are the dominant form of transportation in moving important industrial commodities. They take 56 per cent of the traffic, leaving only 32 per cent for the railroads and 12 per cent for other competitors.

At first, the impact was mainly felt by the railroads along the farm-to-market roads that cross-hatched the midlands. But as the state and federal governments pour billions of dollars into development of long-distance super-highways, trucks are able to extend their short haul freight dominance to longer hauls between major cities.

JNS SERVED BY THE NORTH WESTERN AND THE MILWAUKEE ROAD



PRINCIPAL STATE AND FEDERAL HIGHWAYS IN THE REGIONS



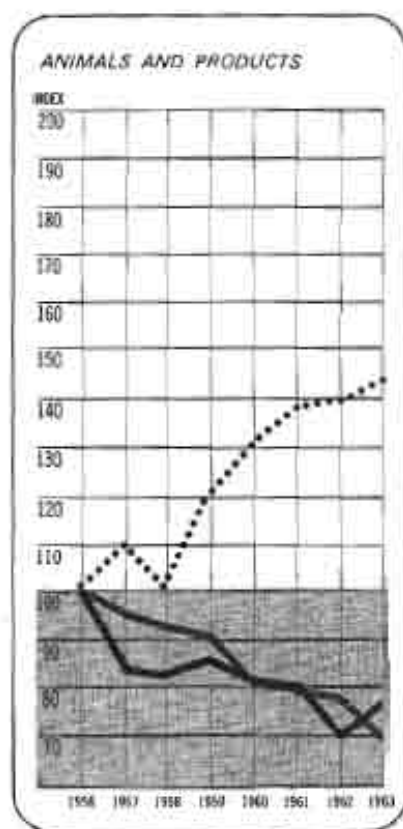
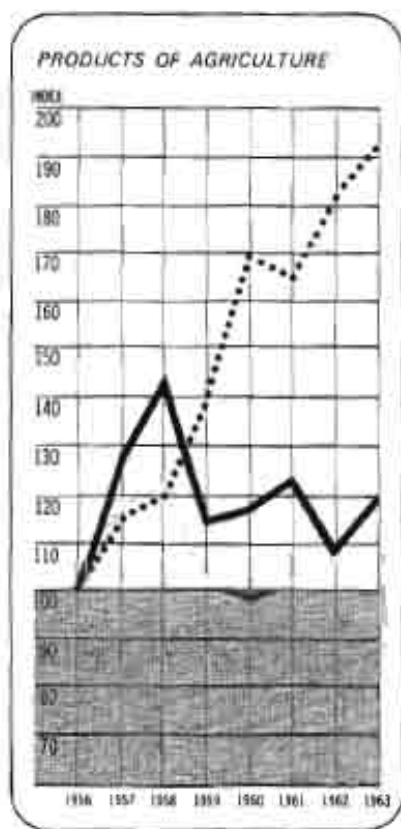
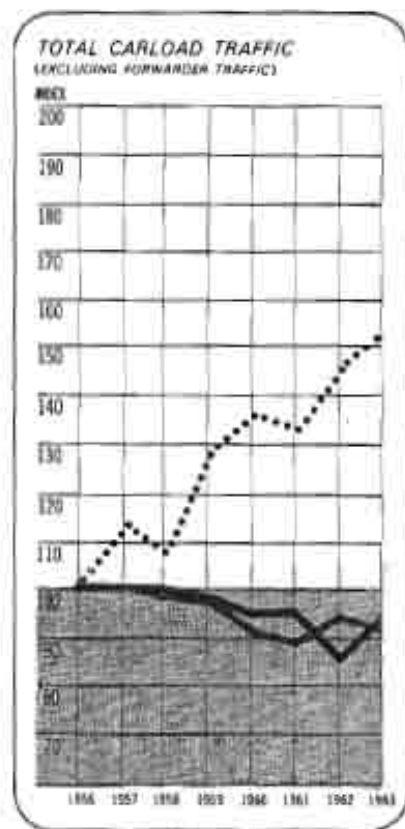
MILEAGE BY STATE

	<i>Total Highway & Street Mileage as of December 31, 1964</i>	<i>Total Rail Mileage Operated (Notes 1 and 2) as of December 31, 1965</i>	<i>Total North Western and Milwaukee Road Mileage Operated (Note 2) as of December 31, 1965</i>
Idaho	41,854	3,074	139
Illinois	127,644	14,469	1,601
Indiana	104,476	7,102	156
Iowa	112,104	8,095	3,785
Kansas	132,627	6,316	6
Michigan	112,912	6,925	651
Minnesota	124,910	8,756	2,827
Missouri	114,012	7,441	156
Montana	74,328	5,079	1,242
Nebraska	102,834	5,659	1,077
North Dakota	107,569	2,254	381
South Dakota	87,179	3,907	3,177
Washington	69,913	5,932	1,054
Wisconsin	95,889	6,288	4,114
Wyoming	71,000	1,947	288
Total	1,482,271	99,094	20,756

Notes: 1. Miles of road operated for Class I and II long-haul railroads (95,520) and miles of all track operated for switching and terminal companies (1,574).

2. Includes duplication of jointly operated mileage.

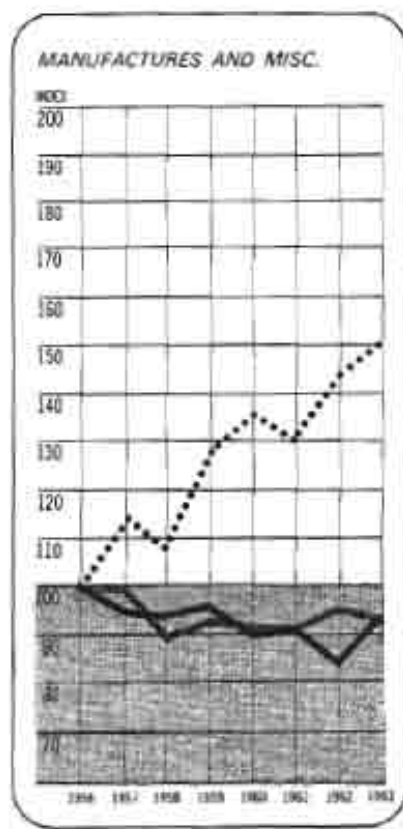
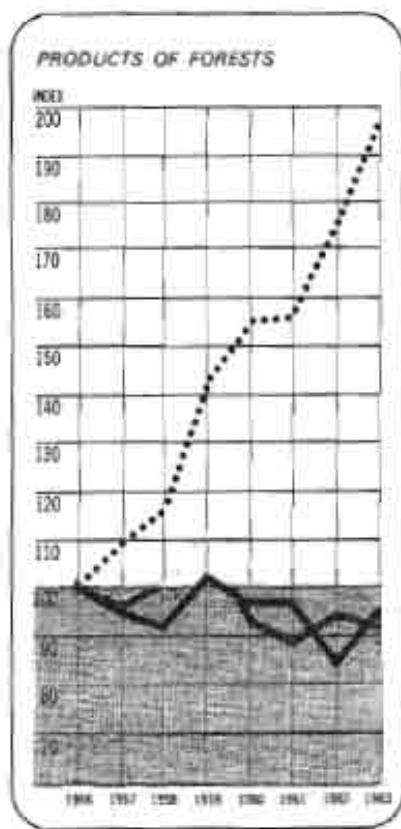
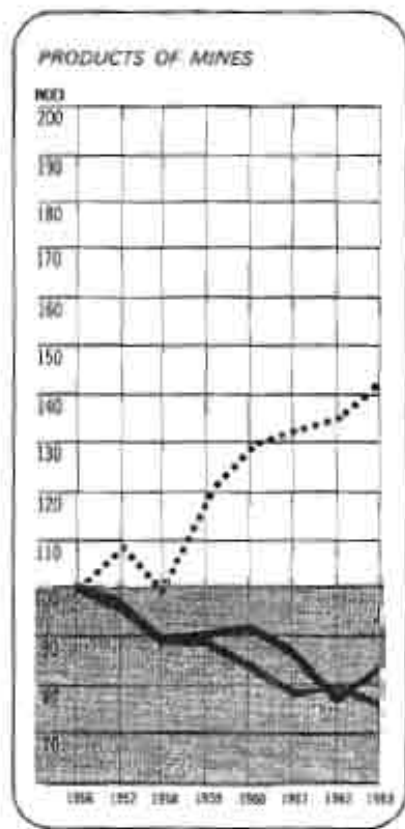
GROSS FREIGHT REVENUES—1956-1963*
(Index: 1956=100)



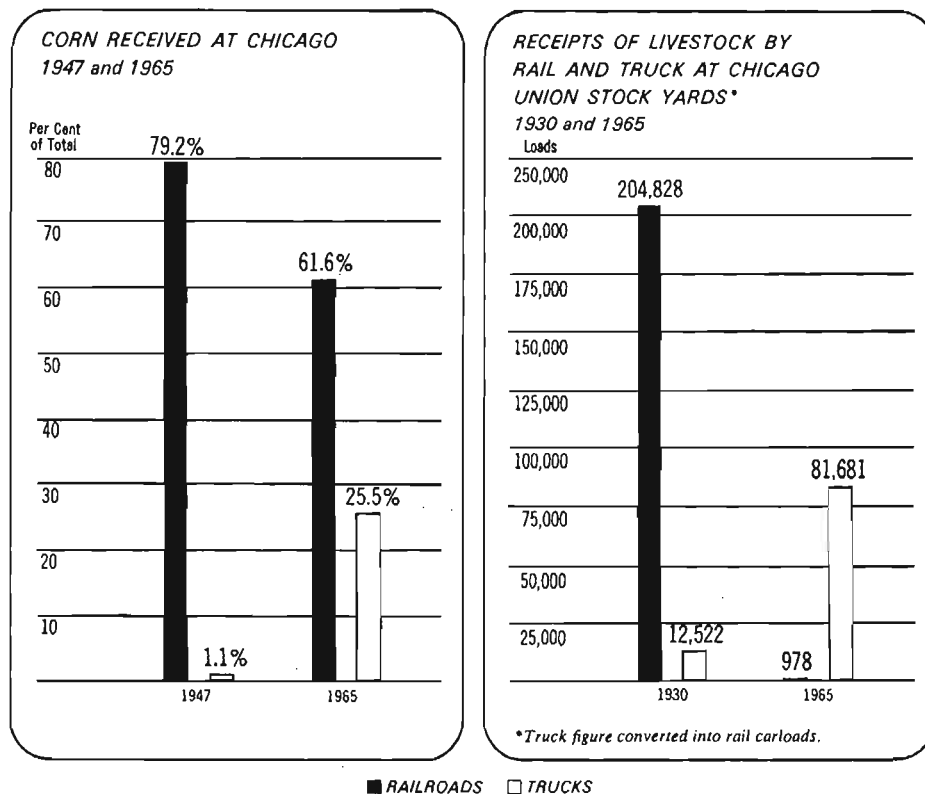
— NORTH WESTERN

— MILWAUKEE ROAD

..... WESTERN DISTRICT MOTOR CARRIERS (CLASS B)



*1964-66 not available



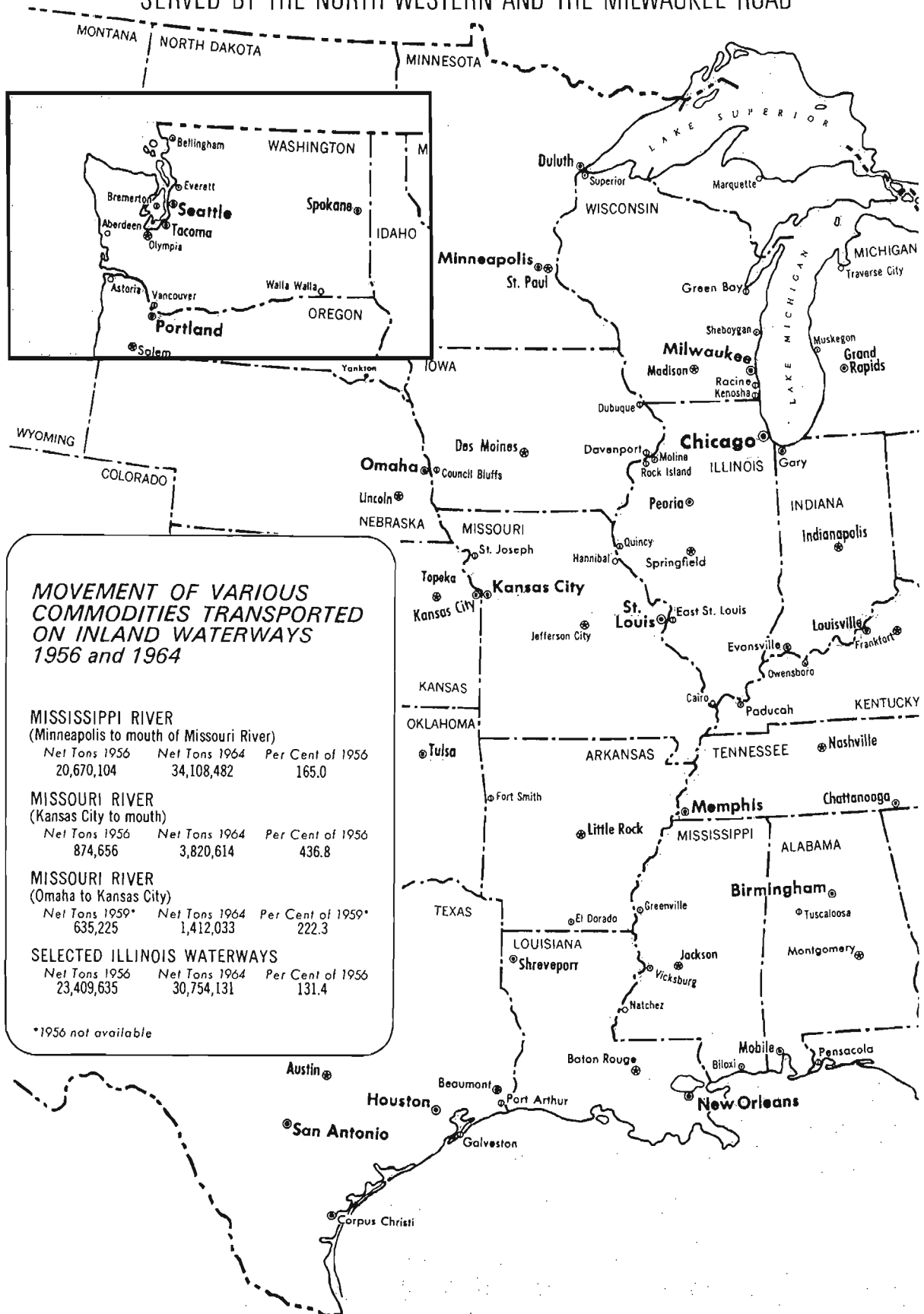
This increasing dominance will be further enhanced in the years ahead with completion of a vast system of interstate and defense highways. Costing about \$47 billion of public funds, this 41,000-mile system is the greatest peacetime project ever undertaken by the federal government. When completed in 1972, the network of non-stop superhighways will link together more than 90 per cent of all U. S. cities with more than 50,000 population and thousands of smaller cities and towns.

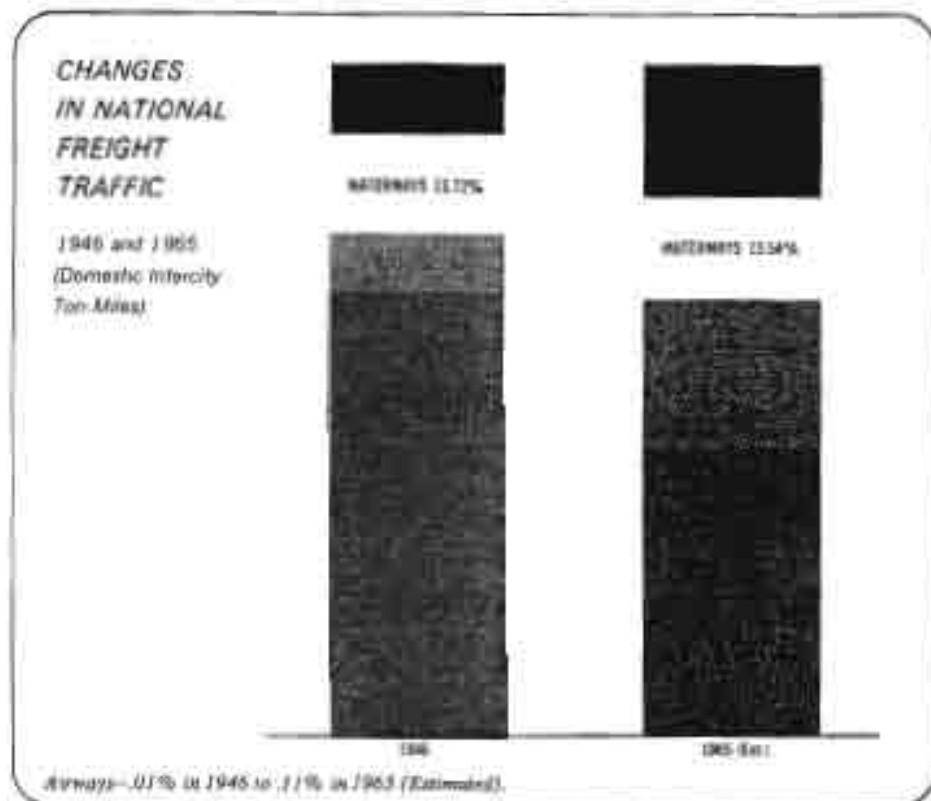
Waterway Freight Tonnage Grows

Inland waterways have historically provided competition for the railroads. In recent years, however, this competition for freight traffic has greatly intensified.

Again, this competition is particularly severe in the areas served by both the North Western and the Milwaukee Road. This area is bisected by the

NAVIGABLE INLAND WATERWAYS EXTENDING INTO REGIONS SERVED BY THE NORTH WESTERN AND THE MILWAUKEE ROAD





Missouri and Mississippi rivers and bordered by Lake Superior and Lake Michigan. These are among the busiest inland waterways in the world and barges and ships plying them carry substantial freight tonnage that once traveled by rail.

In addition, the Milwaukee Road has lost valuable freight traffic to barge competition on the Columbia River in the Pacific Northwest.

Among the factors responsible for the tremendous growth in river and lake traffic are lack of government rate regulation on water-borne bulk commodities and federal subsidies to improve and maintain ports and channels of navigation.

The gap in costs between subsidized water and self-sustaining rail transportation has widened, particularly for bulk commodities like grain, soybeans, coal, sand, stone, salt, chemicals, molasses, petroleum products and others which also enjoy privileged rates when carried by barges or ships. As a result

of the tremendous contributions in public funds to maintain and improve waterways, almost 400 barge lines now operate on the inland waterway system of the central midwestern United States and many others in the Columbia River Basin, all in direct competition with the railroads.

They provide stiff competition in the area served by the North Western and Milwaukee Road, operating in such major cities as Chicago, St. Louis, Minneapolis-St. Paul, Peoria, Omaha, Sioux City, Des Moines, Milwaukee, Green Bay and the surrounding territory.

For example, grain tonnage moving by barge on the Mississippi River from Minneapolis to the mouth of the Missouri River at St. Louis has increased one-hundred-fold—from just over 100,000 tons in 1947 to more than 10 million tons in 1964.

Pipelines Take a Share

A spreading network of natural gas and oil pipelines, developed in recent years, pumps those commodities directly from the producing fields to the marketplace.

This has enabled oil pipelines to increase their share of the total intercity freight movements from about 10 per cent in 1946 to almost 19 per cent in 1965. Twenty years ago, almost 20 per cent of the movement of refined petroleum products was by rail. That figure is now reduced to about 3 per cent.

In addition to the diversion of a commodity important to the railroads, these pipelines have yet another adverse effect. They have enabled gas and oil to supplant coal, to a considerable degree, as a primary source for heating homes and for fueling industries in the North, thus reducing the demand for coal, a major freight revenue commodity for railroads like the North Western and Milwaukee Road.

Railroads in Cost Squeeze

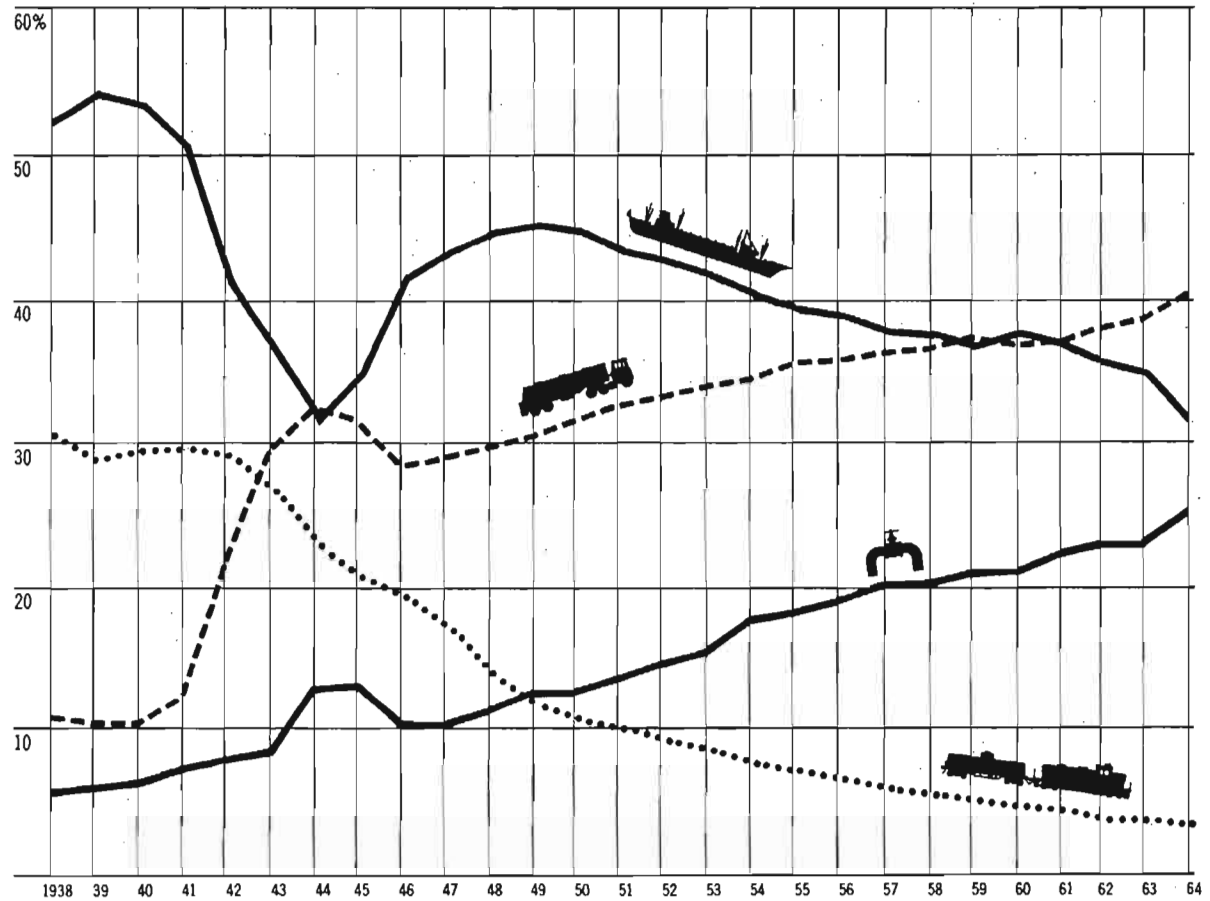
Even as passenger and freight revenues drop, the railroads are caught in a cost squeeze that is sending operating expenses skyward throughout the industry.

For example, the number of Class I railroad employees in the United States has declined from 1.4 million in 1945 to about 640,000 in 1965. Yet, the wage total has increased almost a billion dollars during that period—to about \$4.8 billion in 1965 from \$3.9 billion in 1945—and the end of the wage spiral is not in sight.

At the same time, similar increases have occurred in the cost of everything from rails and ties to locomotives and freight cars.

REFINED PETROLEUM PRODUCTS CARRIED IN DOMESTIC TRANSPORTATION 1938-1964

Per Cent
of Total



In responding to the perplexing combination of problems, railroads are severely handicapped by strict governmental regulation . . . by government subsidies to competing forms of transportation . . . by inequities in the taxing of carriers . . . by an extraordinary maze of railroad lines that dilute the business still left to them.

Subsidies and Regulation

The massive expenditure of public funds used to promote the use of automobiles, trucks, airplanes, buses and barges has tilted the competitive scale sharply against railroads.

In 1965, the government spent more than \$14 billion on highways, almost \$1.3 billion on air transportation and \$730 million on waterway improvements. That, added to similar figures for previous years, has brought the total spent by the government on non-railroad inland transportation facilities and other aids since 1921 to a staggering \$260 billion.

During this time, railroads paid the costs of maintaining their rights-of-way out of their own revenues and actually helped subsidize competitors through the payment of heavy federal, state and local taxes.

Railroads have been fully regulated by state and federal agencies for almost a century. They are regulated as public utility monopolies—much like electric, gas and telephone companies. These businesses have high fixed costs

GOVERNMENT EXPENDITURES ON INLAND TRANSPORT FACILITIES—1921-1966

(in millions)

	<i>Highways</i>	<i>All Air Transport*</i>	<i>Waterways</i>	<i>Total</i>
1921/60	\$151,904	\$ 9,370	\$ 7,632	\$168,906
1961	11,489	1,134	593	13,216
1962	12,302	1,083	591	13,976
1963	13,054	1,243	627	14,924
1964	13,672	1,219	653	15,544
1965	14,168	1,290	730	16,188
1966 (Est.)	14,890	1,364	753	17,007
Total	\$231,479	\$16,703	\$11,579	\$259,761

* Includes air mail subsidies, airway controls and airport construction.

and are protected from competition that can be wasteful and costly to the public. In the case of the railroads, however, no such protection from competition exists.

The end result is that while railroads are 100 per cent regulated on rates, two-thirds of truck traffic and nine-tenths of inland waterway tonnage is not handicapped by such regulation. This creates a discriminatory situation in which agricultural or bulk commodities are exempt from rate regulation when moving by truck or barge, but come under full government regulation when moving by rail.

What of the Future?

What does all this mean? Are railroads to fade out of the picture like the sailing ship and the stagecoach?

Not at all!

Despite the financial troubles facing today's railroads, they still remain one of America's greatest single national assets.

As of the beginning of 1965, the nation's 212,000-mile railroad network, together with its switching and terminal components, represents an investment of about \$27 billion, provides jobs for about 700,000 persons and contributes a \$5 billion annual payroll to the economy. It helps finance schools and other general government functions with hundreds of millions a year in tax payments. It furnishes a \$3 billion market for a broad cross-section of industry producing railroad equipment and supplies.

Railroads are interconnected with every facet of the nation's life.

In the present decade, and in the years beyond, they look forward to resuming their historic role as the nation's transportation workhorse. To achieve this goal, they are clearing the way for a realignment of existing rail carriers—a realignment geared to meet today's needs rather than those of a century ago.

A part of the solution to the railroad problem, particularly in the Midwest, requires the unification of marginal railroads into strong carriers.

Unification of the North Western and the Milwaukee Road would be a vital step in that direction. It would contribute to the improvement of rail service and would simplify rail patterns. It would create a more efficient and stronger rail system.

It would bring together ideal merger partners whose operations and properties are predominantly confined to the Midwest, are intimately related to its agricultural economy and are subject to a combination of railroad problems unique to the region.

NATURAL PARTNERS

Much more than a catchy slogan, the term "natural partners" refers to the historical and geographical bonds that have inspired repeated attempts to join the North Western and Milwaukee Road.

Almost from their beginning in the mid-1800s, these two granger railroads were rivals for the same agricultural produce in the Midwest. The North Western was born in Chicago and rapidly extended its lines into Illinois, Iowa, Wisconsin, Minnesota and South Dakota. The Milwaukee Road, at that time, was moving outward in three directions from its home base in Milwaukee.

In the summer of 1863, Wisconsin newspapers carried rumors of an impending consolidation of the North Western, Milwaukee and St. Paul and the Milwaukee and Prairie du Chien. Nothing came of it.

Six years later, the North Western and the Milwaukee operated for a short while under the same president.

The railroads went their separate ways over the decades that followed, each extending its lines throughout the Midwest. In 1905, consideration was given to a proposal that the North Western and the Milwaukee Road jointly build a line to the Pacific Northwest. That proposal was abandoned and the Milwaukee Road carried out the project on its own.

The Great Depression of the 1930s stilled the economic expansion of the nation and sent both railroads into bankruptcy. They were reorganized at the close of World War II and entered the post-war period ready to resume their roles as the workhorses of the transportation system. Instead, they became unwilling victims of the transportation revolution.

Talk of consolidation resumed as both carriers encountered financial difficulties. Late in 1964, the two roads jointly agreed on the principal terms of merger and by May, 1965, the directors and stockholders gave their overwhelming approval. The formal petition for consolidation was filed with the Interstate Commerce Commission on June 6, 1966.

CONSOLIDATION IN THE PUBLIC INTEREST

The Interstate Commerce Commission, following lengthy public hearings, will ultimately determine whether the proposed consolidation of the North Western and the Milwaukee Road is in the public interest.

Shareholders of both railroads have already given approval to the proposed unification. Additional support is anticipated from representatives of major shippers, communities, states, industries and civic and business organizations which have a vital stake in shaping a strong railway transportation system.

The following pages tell in detail why this consolidation is in the public interest—how it will clear the way for an efficient rail system with improved facilities, competitive transportation rates and new levels of service to the factories, farms, communities and consumers of America.

Healthier Rail System or Two Marginal Carriers?

The long-term economic status of the two roads cannot be judged from their ability to improve earnings during the abnormal period of sustained prosperity in recent years.

Both carriers have demonstrated extreme vulnerability to fluctuations in the national economy. They have experienced modest profit increases during the current prosperity, but both have long histories of financial difficulties.

The Milwaukee Road was in receivership from 1925 to 1928 and bankrupt from 1935 through 1945. The North Western was bankrupt from 1935 to 1944.

North Western and Subsidiaries have operated at a loss in 16 of the past 40 years, including five of the past 12 years. They had a deficit working capital in 1958 and 1959 and North Western did not pay a dividend on common stock from 1951 until 1965.

The Milwaukee Road's working capital has shown a substantial decline during the past 10 years—to \$14.7 million in 1965 from \$38.6 million in 1956. It did not pay a dividend on common stock in 1961-62-63.

The Milwaukee Road's rate of return on net investment in 1965 was a meager 2.51 per cent and the North Western's only 2.64 per cent.

At the close of 1965, the two railroads had a combined long-term debt of about \$472 million, including \$25 million due within one year.

In 1966, the ICC termed the Milwaukee Road's financial condition "anemic" and described the North Western's operations and earnings as "marginal in nature and . . . erratic."

This marginal status has an adverse effect on the ability of the North Western and the Milwaukee Road to borrow the money needed for new equipment and for improvements.

The cost of borrowing money varies with the financial stability of the business. As marginal railroads subject to the ups and downs of a fluctuating economy, the North Western and the Milwaukee Road must pay premium interest rates for the capital they borrow.

Consolidation of the two carriers into a financially healthier rail system would help remedy this problem and would make it easier and less costly for them to get outside financial aid. Consolidation would offer the benefits that flow from financial strength, rather than the inadequacies that result from financial weakness.

Effect of Consolidation on Competition

This proposal is not a case of consolidating strong railroads at the expense of the weak lines. Consolidation would cause little, if any, reduction in the total transportation competition in the region.

The North Western and the Milwaukee Road have served the needs of the Midwest for more than 115 years. To continue this unbroken record of service and as a matter of sound transportation policy it is essential that greater efficiency in rail plant utilization be encouraged. That, in essence, is the objective of the North Western-Milwaukee Road proposal.

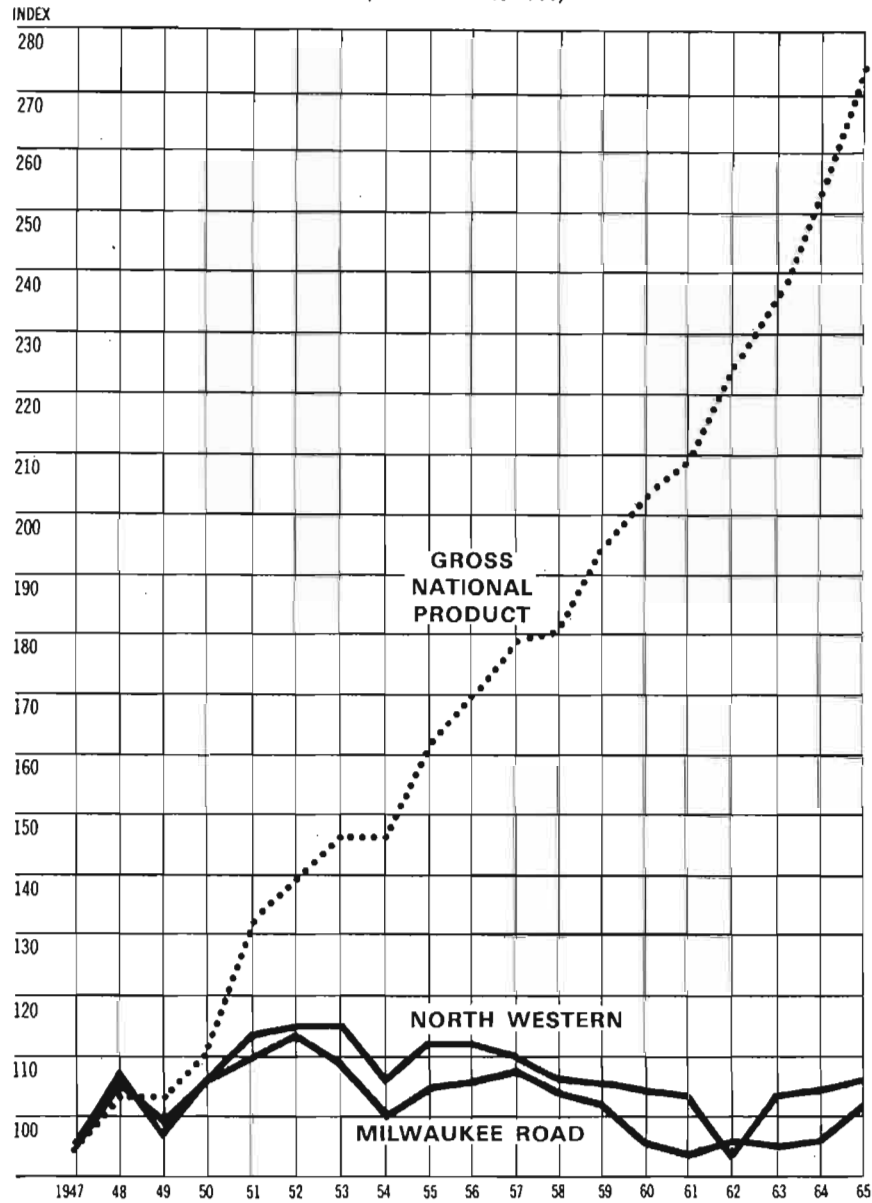
The principal beneficiaries of the elimination of competition between the two carriers, particularly in view of the remaining competition, will be the shipping and consuming public.

The total transportation service available in the five midwestern states where the North Western and the Milwaukee Road have about three-fourths of their trackage is overwhelming. Indeed, this overcapacity of transportation service in the Midwest is the core of the problem.

A combined North Western-Milwaukee Road system would operate about 15,000 miles of line in the midwestern states of Illinois, Iowa, Wisconsin, Minnesota and South Dakota.

**NORTH WESTERN AND MILWAUKEE ROAD
FREIGHT REVENUES vs. GROSS NATIONAL PRODUCT—1947-1965 (Note)**

(Index : 1947-49=100)



NOTE: Chicago and North Western Railway Company data includes Chicago and North Western Railway Company and Chicago, St. Paul, Minneapolis and Omaha Railway Company. Chicago and North Western Railway Company data also includes Litchfield and Madison Railway Company and the Minneapolis and St. Louis Railway Company for periods prior to unification.

There are, however, as of the beginning of 1965, almost 552,000 miles of streets and highways covering the same five-state territory. Nearly every mile is traversed by trucks which siphon traffic from midwestern railroads. Add to that automobiles, buses, airplanes, barges and ships and it is easy to see that consolidation of the two railroads would have little effect on the competitive patterns of the area.

Competition is a spur to better service, but it doesn't automatically provide or guarantee better service. In fact, not only does competition by itself fail to guarantee better service, but excessive competition can be so punitive as to result in deterioration of maintenance and service and could even lead to bankruptcy. Equally important is the financial strength necessary to support the improvements a railroad must have if it is to meet the transportation needs of the region that depends on it. Only a financially strong company can maintain high standards of service.

A combined North Western-Milwaukee Road would have to comply in detail, just as each of these lines does at present, with all laws and regulations set forth by the Interstate Commerce Commission and state governing agencies. The regulations cover rates, charges, routes, practices and numerous relations with shippers and the public, in addition to financial and managerial activities and inter-carrier relations.

Shippers and the public in general have recourse to the law in many ways for protection against undue prejudice, discrimination or unreasonable treatment by carriers.

And, to quote the ICC, it has "the authority to inquire into the management of the business of railroads, to inspect the books, records and accounts and the physical properties of the railroads, and to require annual, periodical, or special reports from carriers, all to the ends of promoting improvement in transportation . . . and of safeguarding the public interest."

This protection of the public interest also extends to employees of the two carriers. Under administration of the Interstate Commerce Act, more elaborate and generous protective conditions for employees are applied in railroad consolidations than can be found in any other industry.

In their application for consolidation, the North Western and Milwaukee Road offered protective conditions for employees along lines that the ICC has recommended in another recent railroad merger. Creation of a stronger rail system, among other things, will give greater job security and stability than either of the two lines can offer separately.

EMPLOYEES AND PAYROLLS BY STATE—1965

	<i>Average Number of Employees</i>		<i>Total Payrolls</i>	
	<i>North Western</i>	<i>Milwaukee Road</i>	<i>North Western*</i>	<i>Milwaukee Road</i>
Idaho	—	88	\$ —	\$ 597,649
Illinois	5,452	4,882	42,379,099	34,477,350
Indiana	4	219	31,048	1,584,282
Iowa	2,408	1,482	18,723,041	11,125,629
Michigan	433	89	3,363,421	832,190
Minnesota	1,457	1,966	11,323,516	13,964,063
Missouri	14	257	108,668	1,960,438
Montana	3	825	23,286	6,402,489
Nebraska	606	9	4,708,789	76,492
North Dakota	4	78	31,048	488,600
South Dakota	505	718	3,923,991	4,915,601
Washington	14	1,132	108,668	8,566,422
Wisconsin	3,346	4,656	26,010,453	32,768,062
Wyoming	58	—	448,456	—
All Other	119	125	930,536	982,491
Total	<u>14,423</u>	<u>16,526</u>	<u>\$112,114,020</u>	<u>\$118,741,758</u>

*Allocations based on Company average; total is actual.

Greater Savings Mean Better Service

Savings brought about through consolidation would bolster the combined economic fortunes of the railroads and pave the way for better service. It would give the system sufficient earning power to make investments, to build services for shippers and to reclaim traffic lost to other forms of transportation.

It would provide the capital needed for an expanded program of modernized classification yards, mechanized track maintenance work, instantaneous data processing systems, high-speed communications equipment, and

special freight cars tailored to the needs of shippers—the money that would enable the railroad to reap the fruits of rapid technological advances.

The savings realized through unification could mean acquisition of new and specialized equipment, the upgrading of major routes, the possibility of better car utilization techniques, more efficient terminal and yard operations and rates justified by lower costs.

The North Western and the Milwaukee Road, despite their economic difficulties, have invested huge sums in improving service, using their limited capital resources to introduce important innovations in rail transportation.

But this money—and it runs into the hundreds of millions of dollars—was not wholly obtained from railroad profits. It came from borrowing . . . from a Spartan program of economies . . . from reduction of a large passenger deficit . . . from sale of real estate . . . and from tax refunds.

The North Western also benefited from its acquisition in 1965 of two chemical firms, although this return from a non-rail venture cannot alter the fact that its railroad operations must be self sufficient.

The public demands better service and better equipment as its terms for patronizing railroads. It is imperative that the North Western and the Milwaukee Road achieve the financial capacity to meet these demands. Integration of their operations to reduce expenses and to provide more economical and efficient service is the logical answer.

Duplication of Services and Facilities

In many areas of the Midwest, the North Western and Milwaukee Road tracks run side by side. The result is duplication of facilities, of yards, of maintenance and repair centers, of equipment, of terminals and of burdensome overhead.

Duplication exacts a double toll. It imposes higher costs which impair the competitive potential of the two railroads and it shrinks earnings, thus handicapping the roads in their search for needed capital.

Unification would, to a great extent, relieve much of this costly and wasteful duplication. And it would do so with improvement rather than with any impairment of needed transportation services.

(1) **Terminals** — The North Western and the Milwaukee Road serve more than 140 points in common. They operate in such major midwestern cities as Chicago, Milwaukee, Madison, Green Bay, St. Paul, Sioux City, Superior, Des Moines, Duluth, Minneapolis, Omaha, Sioux Falls, Council Bluffs and 20 other cities with populations in excess of 30,000.

In these instances, each railroad maintains separate facilities when consolidated stations, yards and other facilities could result in better and much

FINANCIAL COMPARISONS—1965

(000 omitted)

	North Western (Note 1)	Milwaukee Road (Note 2)
Freight Revenues	\$199,793	\$202,080
Passenger Revenues	18,099	12,301
Total Operating Revenues	227,589	241,361
All Taxes	15,730	19,020
Net Railway Operating Income	13,534	15,289
Net Income	10,253	7,263
Total Dividends Paid	7,204	4,745
Payroll	112,114	118,742
Gross Capital Expenditures	34,847	26,420
Net Worth	332,435	360,909
Current Assets	58,195	62,620
Current Liabilities	61,128	47,915
Working Capital	(2,933)	14,705

Notes: 1. Data is for Chicago and North Western Railway Company and Transportation Subsidiaries and excludes chemical and other non-transportation subsidiaries.
2. Milwaukee Road data is on an unconsolidated basis, representing only the accounts of the parent railroad company.

EXPENDITURES FOR MAINTENANCE OF WAY AND EQUIPMENT BY STATE—1965 (Note)

(Allocated to States Based on Revenue Ton-Miles)

	North Western	Milwaukee Road	Total
Idaho	\$ —	\$ 1,365,184	\$ 1,365,184
Illinois	20,878,583	8,395,884	29,274,467
Indiana	—	614,333	614,333
Iowa	15,978,508	14,266,176	30,244,684
Michigan (Upper Peninsula)	2,769,608	273,037	3,042,645
Minnesota	6,107,341	9,078,476	15,185,817
Montana	—	9,897,586	9,897,586
Missouri	—	2,047,776	2,047,776
Nebraska	2,769,608	—	2,769,608
North Dakota	—	1,433,444	1,433,444
South Dakota	1,917,421	6,075,070	7,992,491
Washington	—	4,573,368	4,573,368
Wisconsin	20,239,443	10,238,883	30,478,326
Wyoming	355,078	—	355,078
Total	<u>\$71,015,590</u>	<u>\$68,259,217</u>	<u>\$139,274,807</u>

Note: These are in addition to expenditures for railroad improvements.

more efficient service—and at a substantial savings in cost which would facilitate retaining or reducing railroad rates.

Unification also would speed the flow of rail traffic by putting an end to many time-consuming interchanges and traffic bottlenecks.

It is true that some communities now served by both the North Western and the Milwaukee Road will become “one-railroad” towns. But thousands of communities in this nation, including hundreds now served only by the North Western or Milwaukee Road, have always been one-railroad towns. All will continue to have access to competitive transportation services—the automobile, the bus, the truck and, in many cases, the barge and the airplane as well.

Rather than lose something, communities will gain a more efficient and reliable railroad, one able to give them the kind of service they need and deserve.

(2) **Land** — Consolidation of facilities within cities would release land for industrial development or for civic improvement. In many cities, excess railroad facilities—a hodge-podge of terminals, switching yards and repair centers—create problems for metropolitan and regional planning groups. A combined North Western-Milwaukee Road could free much of this land for other useful purposes.

Shipper Benefits

Anything that can be done to make the two railroads more efficient—and merger of parallel railroads is considered the most effective route to that end—can only result in more stable operations and a greater ability to reduce rates.

A combined carrier would be in a better position to make rate adjustments to attract new business, thus ultimately lowering total transportation costs throughout the region.

The two railroads serve the same general areas in the Midwest, but each also operates in territory foreign to the other. They now interchange freight to reach those points. Unification would eliminate that time-consuming switching and assure faster and more reliable service to buyers and sellers.

During peak loading periods railroads are hard pressed to meet all demands for freight cars. Under present conditions, a temporary car shortage can occur within a terminal or area on either the North Western or Milwaukee Road line while a surplus exists on the other.

**STATE AND LOCAL TAXES PAID BY
THE NORTH WESTERN AND MILWAUKEE ROAD—1965**

Idaho	\$ 189,137	Montana	\$ 1,134,891
Illinois	3,755,504	Nebraska	277,307
Indiana	214,248	North Dakota	216,633
Iowa	2,198,944	South Dakota	975,085
Kansas	1,051	Washington	645,792
Michigan	348,660	Wisconsin	2,754,064
Minnesota	2,607,644	Wyoming	60,393
Missouri	187,101	All Other, Including Canada and Mexico	44,200
		Total (excluding Federal taxes) ..	<u>\$15,610,654</u>

**MILES OF ROAD OPERATED BY STATE
AS OF DECEMBER 31, 1965 (Note 1)**

	North Western	Milwaukee Road	Total (Note 2)
Idaho	—	233	233
Illinois	917	684	1,601
Indiana	—	156	156
Iowa	2,020	1,763	3,785
Kansas	—	6	6
Michigan (Upper Peninsula)	467	184	651
Minnesota	1,499	1,328	2,827
Missouri	—	156	156
Montana	—	1,242	1,242
Nebraska	1,071	6	1,077
North Dakota	14	367	381
South Dakota	1,448	1,729	3,177
Washington	—	1,064	1,064
Wisconsin	2,522	1,592	4,114
Wyoming	288	—	288
Total	<u>10,246</u>	<u>10,512</u>	<u>20,758</u>

Notes: 1. Includes solely and jointly owned main and branch lines,
leased lines and trackage rights.

2. Includes duplication of jointly operated mileage.

By pooling the car supply of the two carriers, the consolidated rail system would have in service more than 80,000 cars of every type and description. Of even greater importance, however, is the long-range improvement in car and locomotive supply that can be expected from the enhanced financial position of the combined railroads.

Preservation of Needed Branch Lines

The North Western and the Milwaukee Road operate thousands of miles of branch lines that produce only marginal revenues, but are vital to the areas they serve.

Most were built to serve farm areas and are predominately used during harvest periods. Because of their short length, these lines are vulnerable to competition from trucks traveling along a network of farm-to-market roads. Railroad revenues on some of these branch lines have dwindled to the point where it hardly pays to operate them.

It has been the policy of the North Western and the Milwaukee Road to preserve all economically justified branch lines. This policy will be continued.

It is, however, a railroad economic fact of life that extensive branch-line systems cannot be adequately maintained without the assistance of main-line revenues. Lower operating costs are equally important to their survival.

A financially sound North Western-Milwaukee Road system, capable of handling branch line traffic over longer main line hauls, would be in a better position to maintain the resources to provide needed branch line service.

Attracting and Keeping Industry

The nation today is experiencing a period of unprecedented growth. The backbone of this growth is the establishment of new industries, coupled with the unparalleled expansion of existing companies and facilities.

The North Western and the Milwaukee Road, individually, have been instrumental in aiding and encouraging that growth through their Industrial Development departments. Working together, following consolidation, they would be able to coordinate their activities and be of even greater help to local communities striving to keep pace with our expanding economy.

For the railroads, new plants mean more business. For the communities involved, it means new industries, more jobs, a broadening of the tax base, circulation of additional money, an increase in retail businesses to serve an expanding population and other benefits.

The North Western and the Milwaukee Road were each instrumental in situating more than 1,000 new facilities and expansions in their service areas during the last five years. In 1965 alone, 386 new industries were located along the lines of the Milwaukee Road and the North Western.

Both own substantial acreage in industrial parks where they have improved the sites and then made them available to industry. Some of the top companies in the nation have located facilities in North Western-owned Franklin Park and Northlake industrial districts outside Chicago. The North Western aided many of the 200 plants now located in the Centex Industrial Park at Elk Grove, Ill., and helped develop industrial parks at Minneapolis and Eau Claire, Wis.

The Milwaukee Road's subsidiary land company has, since 1960, invested nearly \$7 million to acquire and develop 2,045 acres of industrial sites near Davenport, Iowa, in Schaumburg, Ill., and elsewhere. The railroad's efforts have led to the establishment of nearly 20 industrial districts in Illinois, Iowa, Wisconsin, Minnesota, Washington and South Dakota.

The North Western helped attract a \$50 million automobile assembly plant to Belvidere, Ill.; meat-packing plants to Sterling, Ill., Worthington, Minn., and Dakota City and West Point, Neb.; a grain elevator to Savage, Minn.; a \$27 million chemical firm to Sioux City, Iowa; an ammonia plant and chemical and plastics facility to Clinton, Iowa; a dietetics facility to Mitchell, S.D., and a steel products plant to Milwaukee. It helped locate a number of feed mills, feed distribution centers and hundreds of small fertilizer plants throughout the Midwest. It built a \$6.3 million grain elevator at Superior, Wis., which it has leased to a grain firm.

The Milwaukee Road helped locate a tractor facility at Davenport; a \$600 million steel plant at Hennepin, Ill.; potato processing plants at Othello and McDonald, Wash.; a glass plant at Burlington, Wis.; a radio and television manufacturer at Chicago, and a communications equipment facility at Kent, Wash., to name just a few.

The North Western and the Milwaukee Road Industrial Development departments are staffed with engineers, business analysts and a host of other trained personnel ready to give industry the benefit of their knowledge about site selections, market analysis and research, and other special studies vital to plant location decision making.

Following consolidation, these two departments could pool their manpower and resources, eliminate duplication of effort, offer the services of a strengthened and improved railroad and carry out an expanded program that would be of substantial benefit to the region they serve.

IN SUMMARY

The North Western and the Milwaukee Road, though now sharing in the general high level of national prosperity, have histories as marginal midwestern railroads which have difficulty making ends meet with each downturn in our economy.

Their challenge—and difficult problem—is to take full advantage of the technological improvements that the regions and customers they serve need and deserve.

A century ago, these two railroads and many others laid down an overlapping network of lines in the Midwest region to meet the needs of that period. Today, however, changes in public demands and the inroads of other forms of competition—particularly barges on inland waterways and trucks operating over an extensive network of highways—have resulted in a great duplication of rail lines and services which constitutes economic waste.

Merger of the North Western and the Milwaukee Road into a single rail system is a vital step toward converting this economic waste into an important national asset. Well conceived unifications of railroads operating in the same general area offer attractive advantages to many communities. They open the way to improved efficiency, better service and provide a source of economic stability and strength to the areas they serve.

The proposed consolidation would result in the strengthening of two marginal roads, but not at the expense of other lines. It would place them in a better position to discharge their present and future responsibilities to the public . . . to maintain or reduce rates that would be competitive with those of trucks and barges and at the same time make capital investments to acquire the technology and plant necessary to meet the demands of today and of the foreseeable future.

TIME FOR ACTION

The Interstate Commerce Commission will decide the case solely on the basis of the public interest. The public includes shippers, consumers, businessmen, farmers, state and local officials, civic and business organizations, shareholders . . . every person directly or indirectly affected by the outcome. Your opinion can only be meaningful if it is made known. Your support for a healthy and competitive railroad climate in the Midwest can be expressed through a letter or postcard to your senators, congressman or your state public utilities commission. Resolutions of support from communities, business firms and organizations would also be effective in evaluating public interest and concern.

I.C.C., F.D. No. 22688 et al.

Exhibit No. _____

Witness: M. Garelick

BEFORE THE
Interstate Commerce Commission

FINANCE DOCKET No. 22688 ET AL.

**CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC
RAILROAD COMPANY**

TESTIMONY OF M. GARELICK
Assistant General Manager

TESTIMONY OF M. GARELICK

My name is Martin Garelick and my office address is Room 655 White-Henry-Stuart Building, Seattle, Washington. I was graduated from Purdue University in 1947 with a Bachelor of Science Degree in Civil Engineering.

I started work for the Milwaukee Railroad on July 1, 1947 as an Instrumentman in the Engineering Department at LaCrosse, Wisconsin. I worked in that capacity at several locations on the Milwaukee Railroad until November 1950 when I was transferred to the Operating Department. I then held the position of Trainmaster at several locations in the Eastern Region and in May, 1953, I was appointed General Manager of the Des Moines Union Railway at Des Moines, Iowa. This is a terminal switching railroad owned jointly by the Milwaukee Railroad and the Wabash Railroad. In March, 1955, I was appointed Superintendent of the Milwaukee Railroad at Milwaukee, Wisconsin and subsequently was Superintendent at Aberdeen, South Dakota and Perry, Iowa. In the latter part of 1963 I was assigned to work with a special study group in Chicago in connection with freight car utilization and the design of a mechanized freight car inventory system for use on the Milwaukee Railroad. On January 1, 1964 I was appointed to my present position as Assistant General Manager, Western Region, with jurisdiction of the territory Miles City, Montana and west.

Since the summer of 1965 in addition to my regular duties I have been working with a special committee handling the preparation of testimony and exhibits in Finance Docket 22688, et al., the merger of the Union Pacific-Rock Island Railroads, with the additional proposed sale of the southern half of the Rock Island Railroad to the Southern Pacific Railroad. My testimony here will be concerned principally with the affect of the proposed Union Pacific-Rock Island merger on the operation of the Milwaukee Railroad freight trains as well as discussion of the freight train performance of our trains operated in conjunction with the Union Pacific Railroad, both east and westbound through Council Bluffs, Iowa.

DESCRIPTION OF MILWAUKEE ROAD OPERATIONS

My Appendix No. MG-1 is a map showing the lines of the Milwaukee Railroad, the territory of double and single track operations and the signalling systems used on various parts of the railroad. My Appendix No. MG-2 is a map of Council Bluffs, Iowa, showing the

various railroad yards and in red the interchange route used between the Milwaukee Road and the Union Pacific.

The Milwaukee Railroad has three routes over which Transcontinental traffic is moved. One route runs from Chicago, Illinois to Minneapolis, Minnesota; west through Aberdeen, South Dakota; Miles City, Montana; Butte, Montana and on to the Seattle-Tacoma, Washington area. The second route runs west from Chicago, Illinois to Council Bluffs, Iowa where it connects with the Union Pacific Railroad. This route is double track and automatic block signalled from Chicago to Green Island, Iowa and from Green Island to Council Bluffs it is single track and entirely C.T.C. with some sections of double track. This route crosses the Mississippi River at Savanna, Illinois, operates west to the Marion-Cedar Rapids, Iowa area, on through the Division Headquarters at Perry, Iowa and finally into Council Bluffs, Iowa. The third route leaves the Chicago Council Bluffs Line at Savanna, Illinois and runs to Kansas City.

The Milwaukee Railroad has a double track operation between Chicago, Illinois and St. Paul - Minneapolis, Minnesota, a distance of a little over 400 miles. This portion of our railroad is laid with 112 lb. rail or heavier and is signalled by automatic block or C.T.C. supplemented with CAB signal indications. From the Twin Cities area to Seattle-Tacoma, Washington it is about 1,765 miles. This portion of our railroad is signalled by automatic block signals with several C.T.C. sections. The rail between the Twin Cities and Seattle-Tacoma, Washington is mostly 112 lb. or heavier rail.

Between Chicago and Minneapolis, we operate five passenger trains in each direction, and between Minneapolis and Aberdeen, South Dakota, we operate one passenger train in each direction. We have only freight train operations between Aberdeen and Seattle-Tacoma, Washington.

The railroad between Chicago and Savanna, Illinois is laid with 131 lb. rail or heavier and the railroad between Savanna and Green Island, Iowa is laid with 112 lb. rail or heavier. Between Green Island and Council Bluffs, Iowa, the line is laid with 112 lb. rail or heavier. Over this route, we operate three passenger trains per day in each direction; the two "Cities" trains and the "Arrow", as well as freight trains.

The line between Savanna and Kansas City, Missouri is used for freight service only. This line is 365 miles long and is mainly single track laid with 112 lb. or heavier rail. There is automatic block signaling between Laredo and Kansas City and C.T.C. system west of Polo, Missouri. At Kansas City we connect with various lines going both south and west, including the Union Pacific, Santa Fe, Rock Island, Kansas City Southern and others.

At our automatic hump yard at Bensenville near Chicago we do pre-blocking for various railroads at Kansas City and for the Union Pacific at Council Bluffs, in order to reduce terminal delay at these interchanged points. The volume of traffic interchanged at Council Bluffs is great enough to warrant daily through train operation. Each day at Council Bluffs we deliver a pre-blocked train #61 to the Union Pacific and they in turn deliver to us a pre-blocked train #64.

The volume of traffic to Kansas City is such that we are not able to deliver full trains of traffic to any one carrier and as a result even though we pre-block cars at Bensenville Yard in Chicago, we then deliver separate cuts of cars to separate carriers at Kansas City. The inbound train at Kansas City would have cars for several carriers, whereas the inbound train #61 at Council Bluffs would have cars only for the Union Pacific Railroad. Obviously having to deliver this train to only one carrier at Council Bluffs provides better through service than where several connections have to be made at Kansas City. In the event of a Union Pacific - Rock Island merger it is our concern that the number of cars moved through Council Bluffs between the Union Pacific and the Milwaukee would dwindle to the point where it would not be possible for us to continue to deliver through trains to each other. Then the Union Pacific - Rock Island would be able to provide better through service than we could jointly perform to and from Chicago and eastern points. The Milwaukee now performs their original switching service for train #61 at Bensenville Yard in Chicago and the train is moved through intact to Council Bluffs with only crew changes, a distance of 467 miles. The Union Pacific performs their blocking of Milwaukee Railroad Train #64 at North Platte, Nebraska and moves this train #64 to Council Bluffs a distance of 284 miles. The Milwaukee in turn moves this train eastbound from Council Bluffs to Bensenville with blocks intact. This train is scheduled to be received by the Milwaukee Railroad at Council Bluffs at 9:50 A.M. and in turn is scheduled to deliver the I.H.B. block at Chicago before 3:00 A.M. The

I.H.B. performs the interchange service to certain eastern connections as well as industry switching service in the Chicago District.

MILWAUKEE ROAD TRAIN PERFORMANCE

One of the Union Pacific Railroad witnesses compared their eastbound deliveries at Council Bluffs with our westbound deliveries at Council Bluffs. The comparison of trains in this mannner does not give a true picture. For a fair analysis one must compare the complete operation of the same train on the Union Pacific with that same train on the Milwaukee Railroad in the same direction. Accordingly, the performance of eastbound trains on the two railroads must be compared and westbound trains compared in a similar manner.

Where the Union Pacific is able to deliver the eastbound train #64 to us on time, we are able to consistently deliver the same connecting train to eastern connections at Chicago on time. My Appendix No. MG-3 is a graph showing the average minutes late on the schedule of westbound train #61 on both the Milwaukee Road and Union Pacific for 1965 and 1966. This graph shows that there is a delay of about one hour at Chicago waiting for the eastern carriers' connections. This same appendix shows that for the distance run from the time cars are received by the Milwaukee Road from eastern connections at Chicago until they arrive at Ogden and Los Angeles, the average performance of the Milwaukee Road within the scheduled time allotted for train #61 from Bensenville to receipt of this train by Union Pacific at Council Bluffs is better than the performance of the Union Pacific from Council Bluffs to Ogden or Los Angeles when measured by the same yardstick.

At Council Bluffs our Trains #64 and #61 are delivered in what we consider full trains. Because they are full trains, there is little decision to be made as to whether or not the connecting line should wait for the train. The trains move through the interchange terminal on connection, in the same manner as single line service.

At Chicago the Milwaukee Railroad experiences an entirely different situation. Because of the low volume of movement between any one of the eastern carriers and the Milwaukee Railroad, we are unable to interchange any through trains at Chicago where we connect with several eastern carriers. When one of them is excessively late, we have to decide whether to delay the cars that were delivered on time

by other carriers by waiting for the late delivery or to run away from the late delivered cars which would further delay those cars.

Expedited movements through terminals can be accomplished when the volume is great enough to permit the movement of entire pre-blocked trains through the terminal. This eliminates the switching and yard movements that are associated with damage to equipment, lading, and car delay. The interchange of a full train does not cause any more delay or damage than a crew change on a through freight train, in single line service.

The Union Pacific is quoted in their testimony as follows: "we will continue to maintain all present gateways and interchanges and will continue to cooperate with connecting carriers with whom we now interchange traffic in the matter of schedules and service. Thus, those railroads with whom we now interchange traffic can continue to participate with us in the transportation of through traffic, the same as they now do". In order to provide the same service on through traffic, we would have to continue to deliver full trains to the Union Pacific Railroad and they would have to continue to deliver full trains to us. To receive pre-blocked cars in less than full trains would mean taking the cars into the classification yard and spreading the blocks so as to add sufficient cars to make up the train. This would defeat the purpose of the reciprocal pre-blocking of the cars at North Platte, Nebraska and at Chicago.

After we experience the loss in cars between Chicago and Council Bluffs, as indicated in my Appendix No. MG-4, we would expect to be advised by the Union Pacific Railroad that for the small number of cars being interchanged at Council Bluffs they had decided that it was no longer economical for them to maintain the pre-blocking arrangement at North Platte. To provide expedited service between any two points a large volume of cars is required. A minimum of 65 to 75 carloads are required for through train operation westbound on the basis of the current schedules. For the eastbound operation a minimum of 80 to 100 carloads are required.

In a further effort to reduce terminal delays, the Milwaukee Railroad and Union Pacific Railroad exchange advance lists of trains through IBM processing and teletype communications. Information concerning car number and initial; commodity; destination; icing; feed, water and time loaded for cattle; and other special information is furnished to the connecting road. We have cooperated with the Union

Pacific Railroad in providing the blocking of cars which would be best for the expedited movement of the cars in each of our trains and they have cooperated with us.

Our present freight train service between Council Bluffs and Savanna consists of three daily trains in each direction. There are additional trains being run between Savanna and Chicago and we sometimes run as many as five trains per day in each direction. Savanna Yard is an accumulation point for traffic arriving from the north, east, west and south and more cars are moved eastbound between Savanna and Chicago than are moved between Savanna and Council Bluffs.

EFFECT OF UP-RI MERGER ON MILWAUKEE ROAD OPERATIONS

Our traffic study indicated that as a result of the merger as proposed in I.C.C. Finance Docket 22688, et al., we could expect to lose about 6.5 million dollars in gross revenues. I made an analysis of the car movements lost in this traffic study and from this analysis I show what reduction in train service would be made on the Milwaukee Railroad. A breakdown by operating subdivisions of eastbound trains in the territory between Council Bluffs, Kansas City, Savanna, and Chicago, indicates that we can anticipate an average loss of about 60 cars per day between Council Bluffs and Chicago, in the eastbound movement. For the territory Chicago to Council Bluffs in the westbound movement we could anticipate an average loss of 51 cars per day. In the westbound movement between Savanna, and Kansas City, we would lose an average of 10 cars per day. In the eastbound movement between Kansas City, and Savanna, we anticipate an average daily loss of 12 cars (Appendix No. MG-4). These figures include the loaded cars estimated to be lost by Mr. P. J. Cullen in his traffic study, as well as the empty returns that would not be handled. The anticipated loss of traffic moving in operating subdivisions of the railroad, other than Chicago to Council Bluffs, involved so few cars on a daily basis that no possible change in train service could be expected, including the operations between Savanna and Kansas City.

Appendix No. MG-5 sheet 1 shows the actual number of trains operated by operating subdivisions between Chicago and Council Bluffs, for the year 1964. Appendix No. MG-5 sheet 2 shows the proposed train operation by subdivisions for the same territory for the year 1964. In attempting to analyse the effects of this loss in traffic

on train operations it was necessary to determine whether or not we could attempt to remain competitive with the other railroads operating between Council Bluffs and Chicago. The loss in cars between Council Bluffs and Chicago in both directions from a tonnage standpoint would have justified the elimination of a pair of trains operated in conjunction with Union Pacific. The Union Pacific asserted their service to Chicago would require us to be competitive; therefore, in order to be competitive in the handling of through traffic from the Pacific Coast we could not eliminate a set of trains. A realistic approach indicates that the entire elimination of a set of trains would further increase our traffic loss so that a large portion of the traffic subject to diversion, as indicated by Mr. P. J. Cullen, would actually be diverted. My proposed train operation would provide for two daily through trains between Council Bluffs and Savanna with the third train being operated on an alternate day basis so as to continue service for the intermediate local points on this line. This is a compromise but still an arbitrary cut in train service. I have made this cut in trains serving intermediate points in order to avoid a cut in competitive train service. It is hoped that this would prevent any greater traffic loss than is already anticipated in Mr. P. J. Cullen's testimony.

In addition to the reduction in local train service between Council Bluffs and Savanna, we would expect to make a reduction of one set of trains between Savanna and Chicago each day. In other words, we would eliminate one eastbound train and one westbound train each day between Savanna and Chicago.

A separate study was made of the switch engine operations at our switching terminals between Council Bluffs and Chicago to determine whether or not any reduction could be made as a result of the lost traffic.

It was finally decided that one switch engine shift five days a week could be reduced at Chicago and at Council Bluffs. In addition, we would expect to make a reduction of one switch engine shift three days a week at Perry, Iowa. One carman at Council Bluffs could also be eliminated on a five day basis.

In my earlier testimony I reviewed the change in train operations that would take place between Council Bluffs and Chicago as a result of the change in traffic pattern because of the estimated traffic diversion. The territory between Council Bluffs and Chicago is broken down into four operating subdivisions and seniority districts for train and enginemen. These districts run between Council Bluffs and Perry,

Perry and Atkins, Atkins and Savanna and Savanna and Chicago. These subdivisions are 119.4, 121.7, 103.2, and 122.6 miles in length respectively.

When trains are eliminated on any subdivision, it reduces the work available for the train and engine crews. These crews generally consist of an engineer, conductor and two brakemen and this, in effect, means that between Council Bluffs and Savanna, on each subdivision there will be approximately 4 men who will be placed in a furloughed status, or a total of 12 men between Council Bluffs and Savanna. In addition, between Savanna and Chicago, there will be 8 men who will be placed in a furloughed status. This makes a total of 20 train and engine men. In the event of a merger of the Union Pacific and Rock Island Railroads, the anticipated traffic diversion would result in 31 employees being furloughed.

A carrier moving large volumes of traffic over its line, for example 10 to 15 trains per day in one direction, can easily reduce one train if it loses 60, 70 or 80 cars a day. A railroad moving 2 trains per day in each direction when it is faced with a similar drop in volume finds that it cannot arbitrarily reduce one of its trains without either losing additional traffic or reducing its present standard of service.

SINGLE LINE OPERATION VS. FAST THROUGH MOVEMENT OF FREIGHT

A great deal has been said in this case in favor of extending single line service through existing national gateways to reduce delays at interchange junctions between railroads. In my opinion, extending single line service through major heavy volume interchange points produces little if any saving in time or money. Whether superior service can be offered by single line operation through an interchange point when compared with two-line service depends upon the volume of cars moving through the gateway. A superior service route is not necessarily the shortest route or the one with the best terrain insofar as the speed with which traffic can be moved from shipper to consignee or the rail cost of handling is concerned. Likewise, single line operation is not necessarily the fastest route in terms of real time between shipper and receiver. Railroads schedule and operate through trains over their lines between terminals based upon anticipated traffic volume originated or received from connections at the terminal from which the trains leave so as to fill out the trains on an average daily

basis. Extra trains are run when traffic warrants. The greater the daily volume between any two terminals the more frequently trains are operated and the more schedules are justified. Volume, between terminals, not only speeds up the movement by providing more frequent schedules but in turn this creates greater dependability of service for all traffic.

The Milwaukee has operated single line between Chicago and Seattle for many years, but this has not necessarily given the Milwaukee a service advantage over the two-line routes of its competitors because they have had more volume and could operate more regular schedules between Minneapolis and the West Coast. Despite our very fast through trains between Chicago and Seattle, inaugurated in 1963, these competing lines have been able to remain competitive with our service because of their volume.

Between Chicago and Council Bluffs and between Chicago and Kansas City the establishment of new single line operations will not provide faster service between the West Coast and Chicago or between the Southwest and Chicago. Service over these extended lines east of these existing gateways can only be justified by diversion of traffic from what is already better than or equivalent to the single line service offered. This merely forces the curtailment of certain train service offered by other lines now handling the traffic, and impairs their remaining through train service for the balance of the through traffic by requiring the operation of lighter trains.

A classic example of the fallacy that all single line service is an improvement over joint-line through service is the condition proposed in this case by the Kansas City Southern. The KCS proposes that regardless of how the Rock Island may be disposed of in this proceeding, the KCS be granted operating rights from Kansas City to Chicago over the line of the Rock Island.

The Milwaukee Road, based upon its present volume of traffic to and from Kansas City and connecting lines at Kansas City operates two regularly scheduled trains daily in each direction and a third train or an extra section on most days of the week. These trains provide for an early morning and late afternoon arrival and departure at Kansas City. With two schedules in each direction daily the maximum unavoidable delay at either Chicago or Kansas City on traffic originated or received from connections at these two terminals should be 12 hours after the cars arrive at the train yards and are placed into the trains.

The KCS estimates that it could divert sufficient traffic from its connecting lines operating between Kansas City and Chicago to operate one train daily in each direction to and from Chicago. With only one train, cars handled from Kansas City or from points south of Kansas City over the KCS would have an automatic maximum unavoidable delay of 24 hours. This delay could occur at Kansas City or at other origins or destinations on the KCS or at intermediate terminals on the KCS or be spread over one or more such points. This automatic maximum 24-hour unavoidable delay does not include switching time to and from industries or between connecting carriers or classification switching.

The single line service of KCS would not provide the equivalent of the present joint line service of the Milwaukee and the KCS on the volume of traffic they expect to divert. The only result is to increase the revenues of KCS and dilute the revenues of the other connecting lines with a corresponding increase in the cost of handling their remaining traffic.

Mr. R. J. Blair, Vice President and General Manager of the Kansas City Southern Railway Company, on Page 4 of his testimony discussed the problem of unnecessary detention of cars in terminals. On page 4 of his testimony he said:

"Unnecessary detention of cars in railroad terminals results in serious economic waste. Not only are badly-needed cars and other transportation facilities inefficiently employed and shipments delayed, but yard tracks are unnecessarily occupied and per diem expense is unnecessarily incurred."

While under cross-examination on Page 25934 of the transcript, Mr. Blair admitted that they currently ran their Train No. 42 North-bound into Kansas City mine run, or in other words unblocked. He goes on to indicate that the train has to be classified at Kansas City before being delivered to connections.

In extending the proposed operation of train #42 north of Kansas City, only one hour was allotted for terminal work at Kansas City. It would be impossible to run this train through the Kansas City terminal in one hour and do all of the work necessary in switching and classifying cars under the Kansas City Southern's present method of operating this train. Mr. Blair indicated that on the present North-bound schedule of train #42 there was sufficient time to pre-block this train at Deramus Yard in Shreveport, Louisiana. Mr. Blair did not

satisfactorily explain why they do not pre-block the train for delivery to industries and connections at Kansas City under today's operating conditions. I have studied the train arrivals of this train at the West Wye at Kansas City and it is consistently late even though it runs unblocked today.

The normal operation in the Milwaukee Road—Kansas City Southern Joint Agency at Kansas City is such that pre-blocked cuts of cars destined to connecting carriers are able to move in preference to trains that arrive mine run or unblocked.

It would seem that if Mr. Blair was sincere in his testimony about the detention of cars in railroad terminals and has time in his schedules for preblocking, he would already have made arrangements to block trains moving to Kansas City on his railroad.

Mr. Blair goes on to point out that in effect by extending the line from Kansas City to Chicago they would be moving the interchange point for eastern traffic from Kansas City to Chicago, and on Page 25943 when asked about the Chicago terminal problem he said:

“No, I didn't make any study, but I have understood around the country that it was a pretty bad situation in Chicago, rather deplorable, worse than Kansas City even”.

It is quite obvious from Mr. Blair's testimony that the extension of the Kansas City Southern to Chicago would only serve to change the interchange point for traffic moving through Kansas City from Kansas to Chicago, a terminal that even Mr. Blair considers more deplorable than Kansas City.

Moreover, the scheduled arrival time of the Kansas City Southern train into Chicago would be unsatisfactory for traffic moving to eastern connections and Chicago industry. An 8:30 a.m. arrival would not allow cars to be switched to Chicago industries until the following a.m., thereby delaying these cars a calendar day in that terminal.

Regarding this proposed condition of KCS, it should also be pointed out that its implementation requires prior consent by the Milwaukee Road because the Rock Island line from Kansas City at the point of connection with Kansas City Southern tracks to Polo, Missouri, a distance of 47 miles, is jointly owned and operated by the Milwaukee Road. The provisions of the current agreement, dated June 1, 1945, between the Milwaukee and the Rock Island covering the joint use and operation of this segment of line, which provisions are binding upon the

successors of both parties, contains the following language in Article I, thereof:

"Section 2. Neither party hereto shall permit the trains of any other railroad than the parties hereto, except detour trains, to use the Joint Line or any portion thereof without the written consent of the other parties hereto, provided, however, that either party hereto may admit to such joint use the trains of any line of railroad owned or controlled by it."

I have used the proposed Kansas City Southern condition for trackage rights to Chicago to illustrate why single line service through important junctions served by a number of carriers is not superior to joint line service. The illustration is also applicable to the Union Pacific proposal to extend its lines to Chicago from Council Bluffs and Kansas City.

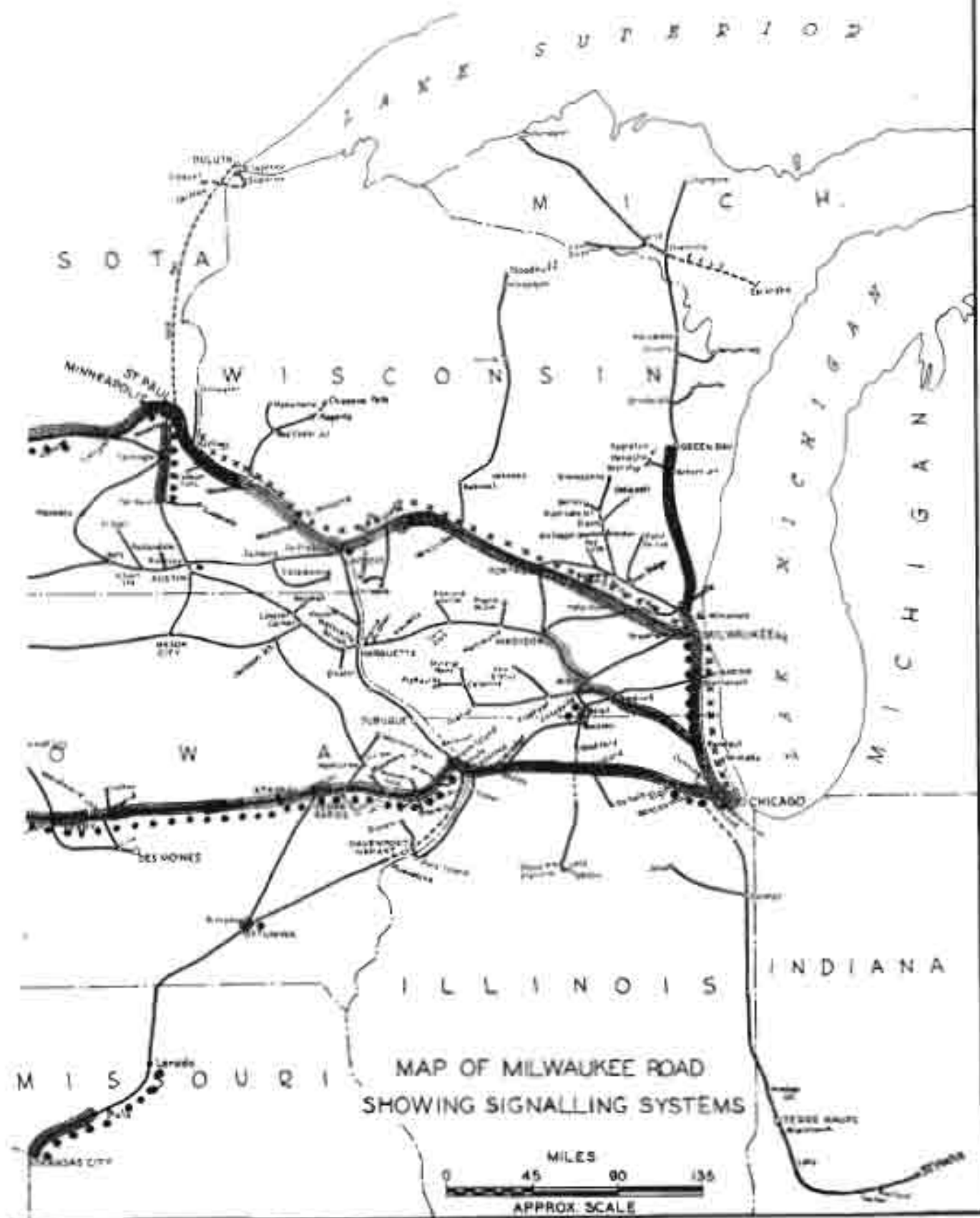
With the diversion of business from the Milwaukee and other Iowa lines, any reduction in train service they are forced to make tends to delay traffic that is not diverted to the lines of the Rock Island, creating congestion in terminals. It does not reduce the number blocks of cars that must be made up or the number of interchange movements that are required either at North Platte, Council Bluffs, Kansas City, Chicago or Twin Cities until all of the cars for a block or for an interchange are eliminated through traffic diversion. This would require a far greater diversion than the Union Pacific has estimated as a gain from other railroads.

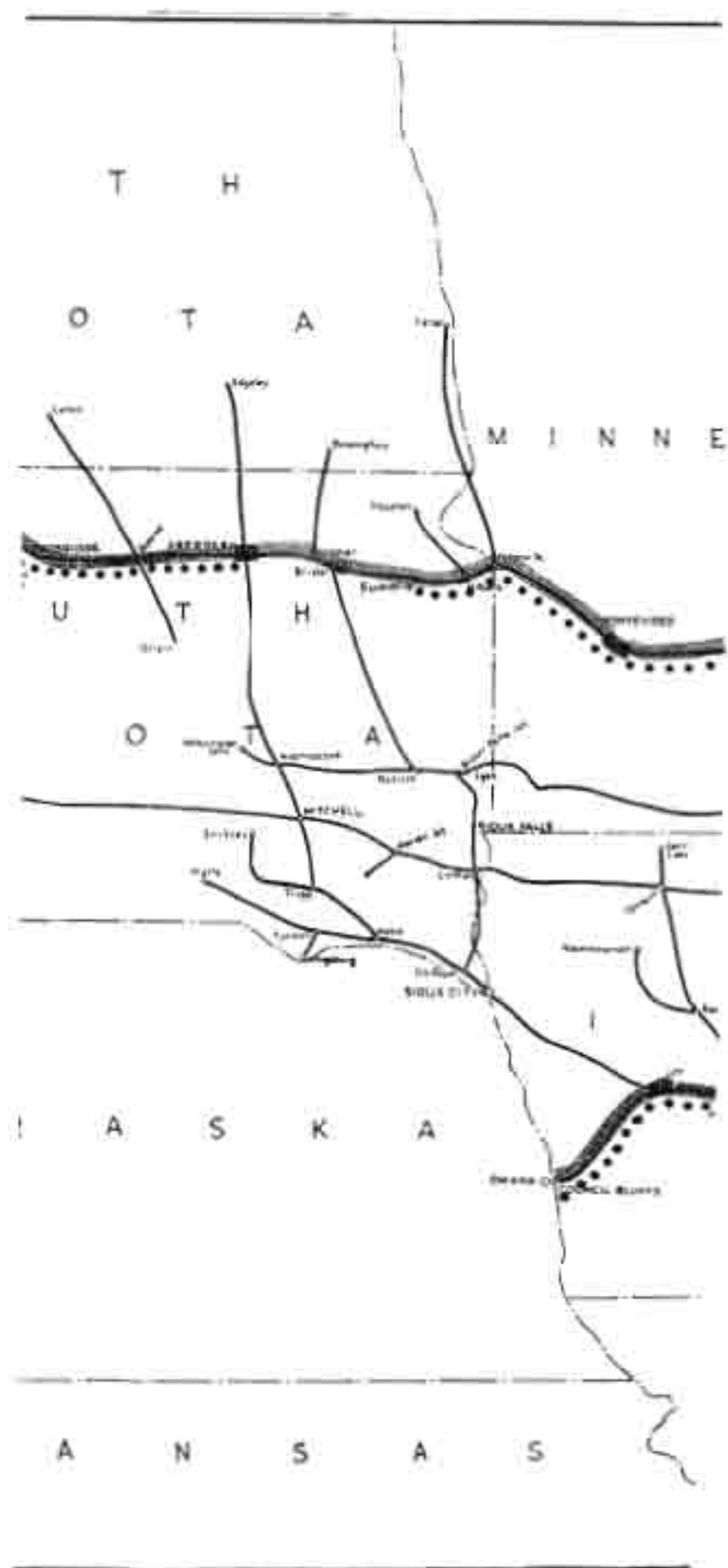
To illustrate this point, I have made a careful analysis of the cars that moved through Council Bluffs, Omaha, Fremont and Grand Island during the year 1963 as shown in U.P. evidence and discovery data. I have also reviewed carload interchange statistics from Mr. MacAnally's traffic diversion study for the year 1963. If we are to accept the diversion figures offered by Mr. MacAnally, all of the cars moving eastbound delivered to the Rock Island by the Union Pacific at Council Bluffs and Omaha plus the diverted cars delivered to the Chicago Great Western, Chicago & North Western, Chicago, Burlington & Quincy, Illinois Central and Milwaukee Road would only total about 123 per day. In the westbound direction, this same grouping of diverted traffic would only amount to 78 cars per day. This amount of traffic would support one train in each direction each day. This is less than either the Chicago & North Western or Milwaukee Road interchange with the Union Pacific on a daily average basis during the year 1963.

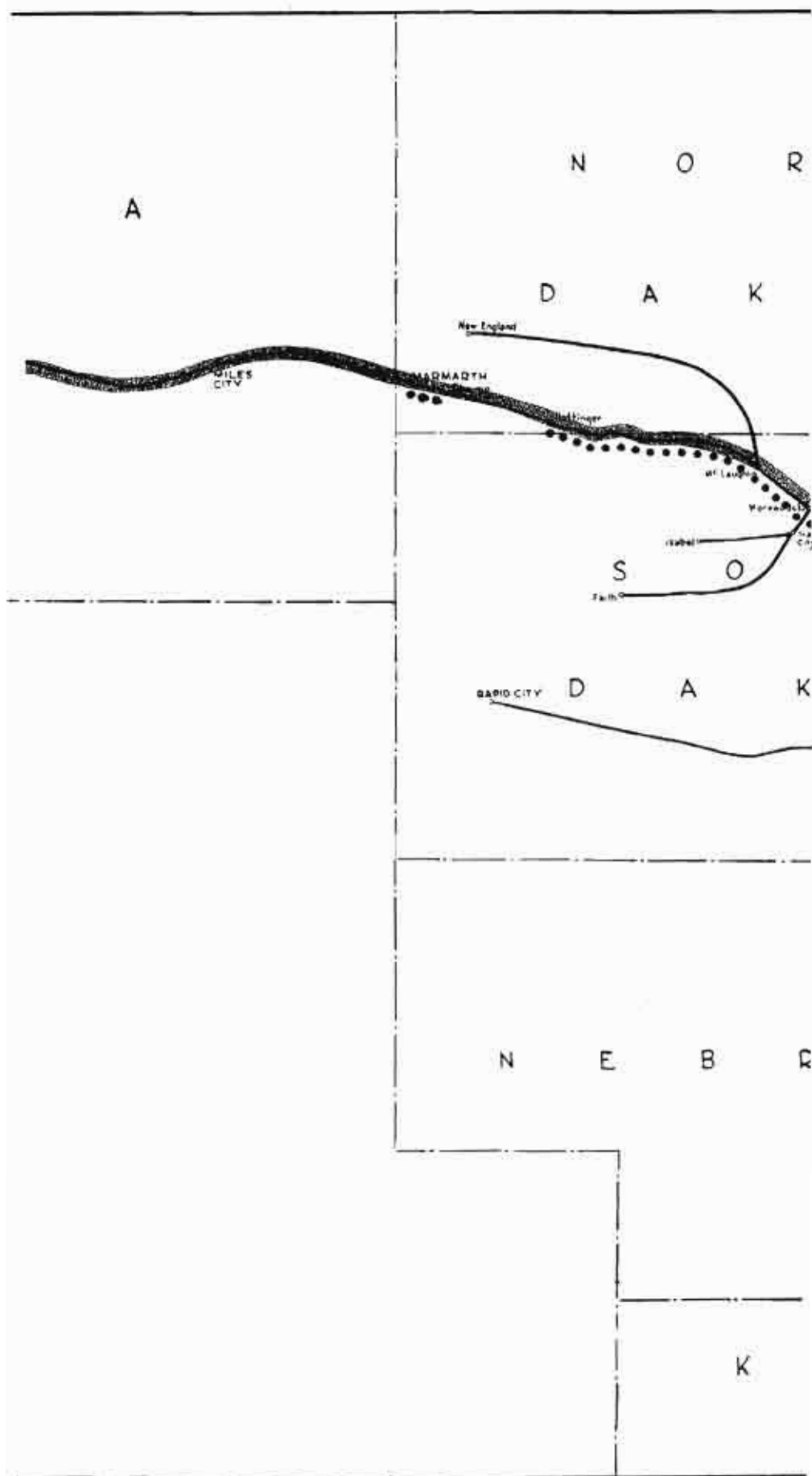
By way of contrast, the Chicago Great Western, Chicago & North Western, Rock Island and Milwaukee Road together moved 443 carloads per day eastbound in the year 1963 through the Council Bluffs and Fremont and 259 carloads per day westbound.

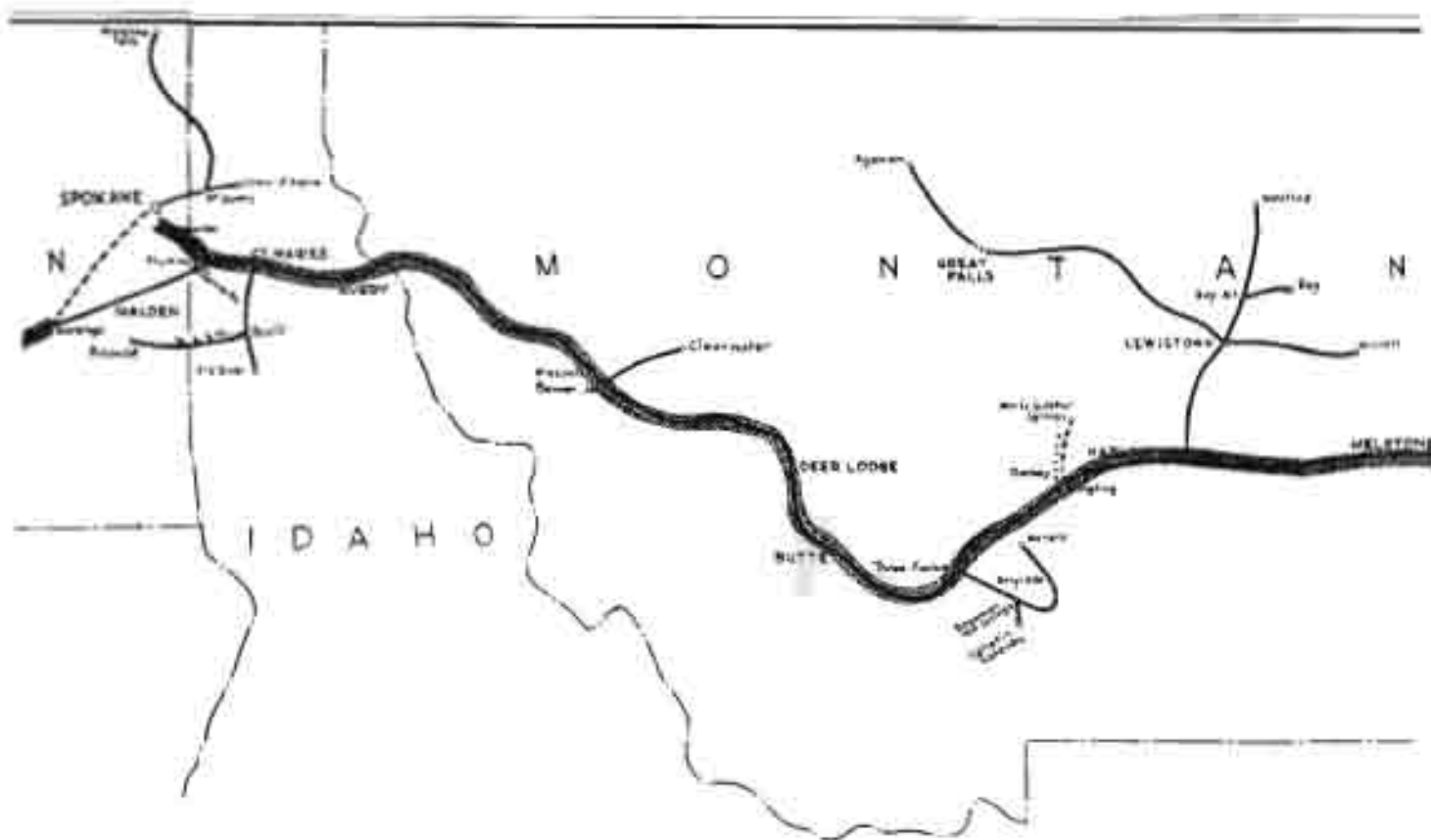
I would be inclined to believe that the Union Pacific expects to divert from these Iowa lines several times the number of cars Mr. MacAnally estimates. This comparison clearly shows that a combination of the Milwaukee Road, Chicago & North Western, Chicago Great Western and Rock Island could provide more through train service between Chicago and Council Bluffs in connection with Union Pacific, without diverting any traffic from other lines, than the Union Pacific can operate with diversions over three times greater than Mr. MacAnally estimates. It also clearly shows that the number of interchange connections could be reduced by three at both Council Bluffs and Chicago. The number of blocks made independently by these four Iowa lines for Union Pacific and the number of blocks made by Union Pacific for these four lines could be reduced or better blocking efficiency could be expected, thereby reducing terminal delays on many more interchange cars moving over the Union Pacific than a merger of Union Pacific with Rock Island.

Consequently, single line operations through a major terminal such as Council Bluffs, unless it is successful in diverting most if not all of the connecting lines traffic, is not as effective in producing faster service between shipper and consignee as is multiple line service that can support more frequent train service for through movement over connecting lines.









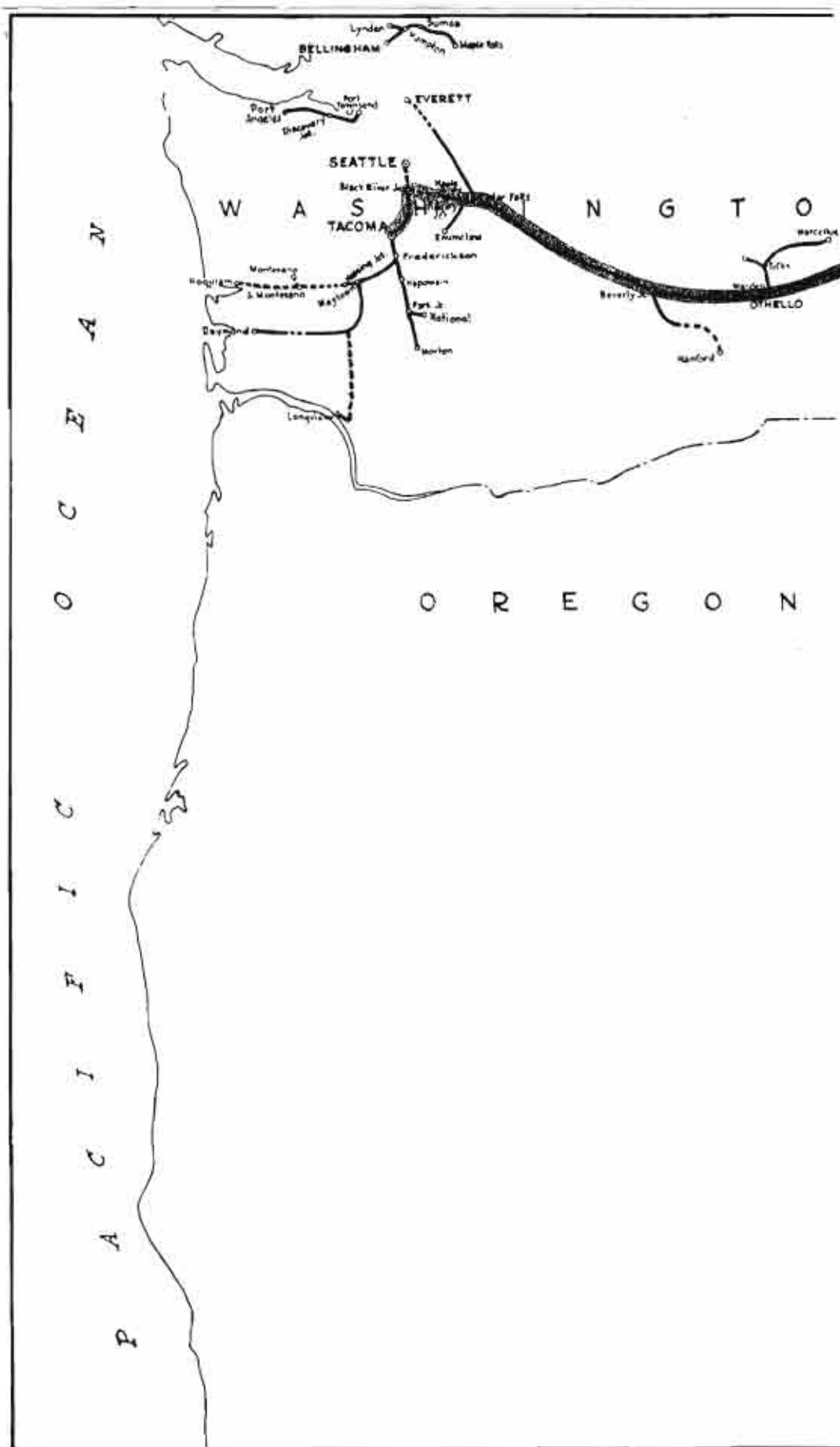
LEGEND

DOUBLE TRACK AUTOMATIC BLOCK
 SINGLE TRACK AUTOMATIC BLOCK
 NON-AUTOMATIC BLOCK
 CTC TERRITORY
 CAB SIGNAL TERRITORY

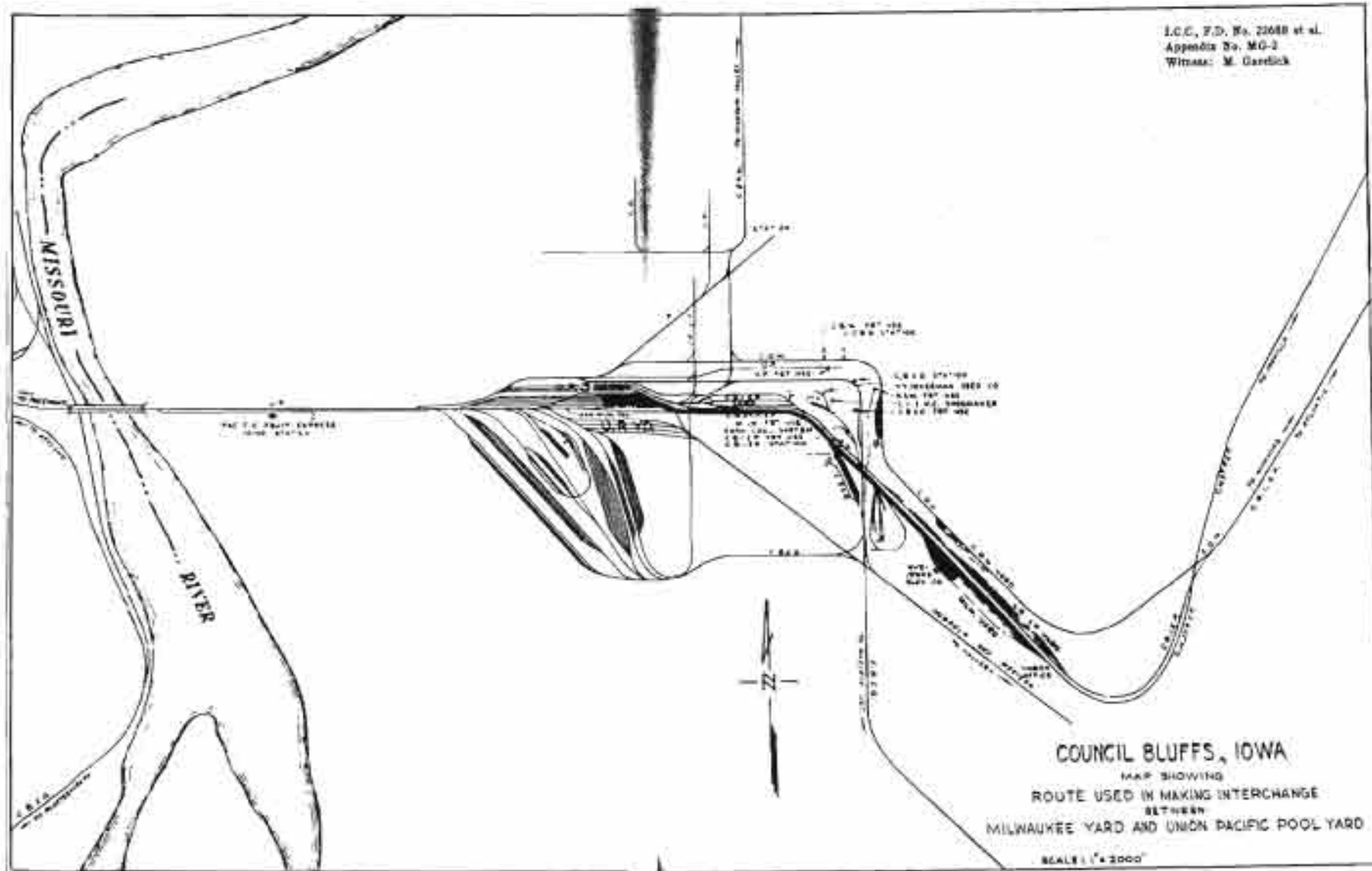


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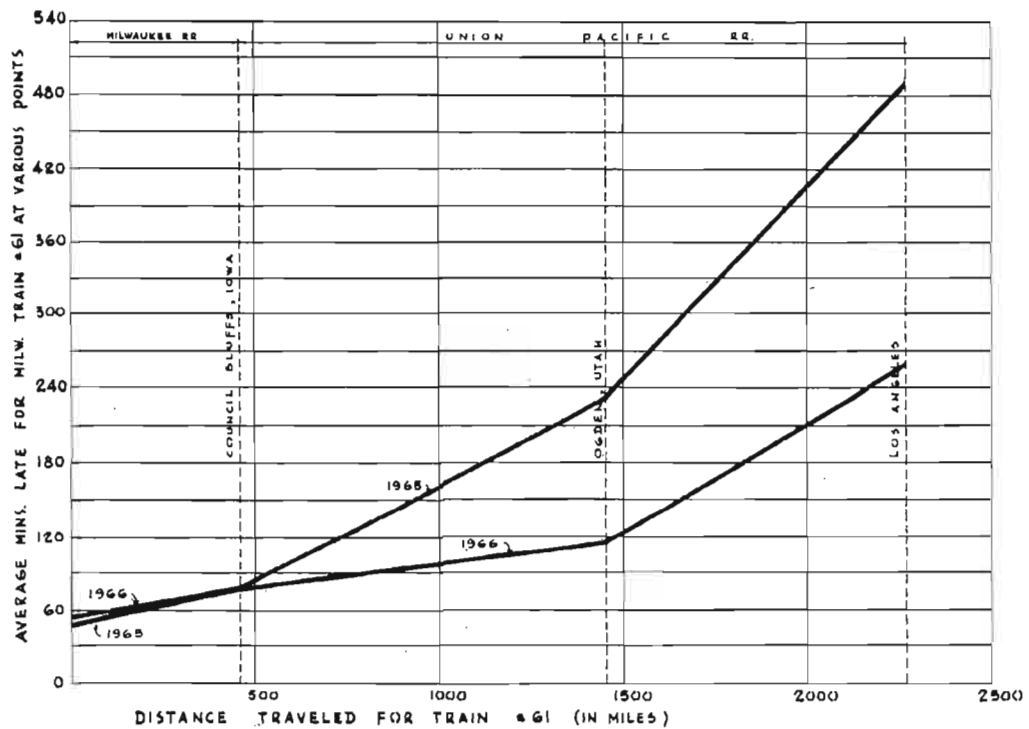
- (1) AUTOMATIC BLOCK SIGNALLING USED TOGETHER WITH TIMETABLE AND TRAIN ORDERS EXCEPT IN CTC TERRITORY.
- (2) TIMETABLE AND TRAIN ORDERS USED ON ALL LINES NOT EQUIPPED WITH SOME TYPE OF BLOCK SIGNALS.
- (3) MINOR INSTALLATIONS OF SIGNALLING NOT SHOWN.



I.C.C., F.D. No. 22688 et al.
Appendix D, MO-2
Witness: M. Gardlick



PERFORMANCE CHART FOR MILWAUKEE R.R. TRAIN #61



AVERAGE LOSS OF CARS PER DAY BY SUBDIVISION
FOR LINES BETWEEN CHICAGO AND COUNCIL
BLUFFS AND KANSAS CITY FOR YEAR 1964

<u>WESTBOUND</u>		<u>NO. OF CARS</u>
Chicago, Ill.	to Savanna, Ill.	51
Savanna, Ill.	to Atkins, Ia.	51
Atkins, Ia.	to Perry, Ia.	51
Perry, Ia.	to Council Bluffs, Ia.	51
Savanna, Ill.	to Ottumwa, Ia.	10
Ottumwa, Ia.	to Laredo, Mo.	10
Laredo, Mo.	to Kansas City, Mo.	10

<u>EASTBOUND</u>		
Council Bluffs, Ia.	to Perry, Ia.	59
Perry, Ia.	to Atkins, Ia.	60
Atkins, Ia.	to Savanna, Ill.	60
Kansas City, Mo.	to Laredo, Mo.	12
Laredo, Mo.	to Ottumwa, Ia.	12
Ottumwa, Ia.	to Savanna, Ill.	12
Savanna, Ill.	to Chicago, Ill.	60

I.C.C., F.D. No. 22688 et al.
Appendix No. MG-5
Sheet 1 of 2
Witness: M. Garelick

NUMBER OF TRAINS OPERATED
BY MONTHS AND SUBDIVISIONS
FOR THE YEAR 1964

	<u>January</u>	<u>April</u>	<u>July</u>	<u>October</u>
Bensenville - Savanna	131	140	141	144
Savanna - Bensenville	134	138	138	158
Savanna - Atkins	91	93	94	93
Atkins - Perry	85	93	96	107
Perry - Council Bluffs	84	88.5	93	100
Council Bluffs - Perry	83.5	88.5	92	98.5
Perry - Atkins	86	92	95	107
Atkins - Savanna	<u>88</u>	<u>92</u>	<u>94</u>	<u>102</u>
	782.5	825	843	909.5

I.C.C., F.D. No. 22688 et al.
Appendix No. MG-5
Sheet 2 of 2
Witness: M. Garelick

PROPOSED NUMBER OF TRAINS OPERATED BY
SUBDIVISIONS FOR YEAR 1964 BASED ON CHANGE IN
TRAFFIC AS ESTIMATED BY TRAFFIC DEPARTMENT

	<u>January</u>	<u>April</u>	<u>July</u>	<u>October</u>
Bensenville - Savanna	100	110	110	113
Savanna - Bensenville	103	107	107	127
Savanna - Atkins	76	78	79	78
Atkins - Perry	70	78	81	92
Perry - Council Bluffs	69	74	78	85
Council Bluffs - Perry	69	74	77	84
Perry - Atkins	71	77	80	92
Atkins - Savanna	<u>73</u>	<u>77</u>	<u>79</u>	<u>87</u>
	631	675	691	758

CHICAGO AND NORTH WESTERN RAILWAY COMPANY
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC
RAILROAD COMPANY

**REPORT ON PROPOSED COORDINATION OF FACILITIES
AND OPERATIONS UNDER CONSOLIDATION**

(Excluding Economies of Duplicating Overheads)

APPENDICES

APPENDIX A

ALLOWANCES FOR VACATIONS, PAID HOLIDAYS, HEALTH AND WELFARE BENEFITS AND PAYROLL TAXES

Vacations	5.25%
Paid Holidays	2.50
Health and Welfare Benefits	4.25
Payroll Taxes	8.50*

*Applied to all labor, including vacations and paid holidays.

Source: General Manager's Association of Chicago.

APPENDIX B

ESTIMATED TIME REQUIRED TO ACHIEVE BENEFITS

The estimated time required to achieve savings depends upon the circumstances underlying each proposal. The savings from some of the proposals would be realized within six months after consolidation. Other proposals would require new construction or relocation of facilities for which a time allowance has been made before the New Company would realize full benefits.

Based upon an analysis of each proposal, there is shown on Page No. 143 the estimated cumulative savings which would be realized each year after the effective date of consolidation of North Western, Great Western and Milwaukee.

On Page 144 there is shown the estimated cumulative savings which would be realized each year after the effective date of a consolidation of North Western-Milwaukee, excluding Great Western.

Consolidation of Train Service:

Some of the proposals relating to consolidation of train service can be accomplished with little preliminary planning. Allowing six months for planning, it is estimated that 50 per cent of the benefits from these proposals would be realized the first year and that 100 percent would be realized the second year.

Other proposals for consolidation of train service are dependent upon construction of a new Bass Lake Yard in Minneapolis, classification tracks at Proviso Yard in Chicago and at Pigs Eye Yard in St. Paul and yard tracks and connections at other points. It is estimated that the new construction required for train service at a number of points can be completed in six months and that the remainder would require up to two years.

Based upon an analysis of all proposals, it is estimated that 2 per cent of the savings from consolidation of train service of North Western, Great Western and Milwaukee would be realized the first year, 42 per cent the second year and 100 per cent the third year.

Excluding Great Western, it is estimated that 7 per cent of the savings from consolidation of train service of North Western-Milwaukee would be realized the first year and 100 per cent the third year.

Consolidations at Common and Affected Points:

Allowing six months for planning, it is estimated that 50 per cent of the savings at those points where no construction is involved can be realized the first year and 100 per cent the second year. Other proposals are dependent upon construction of a new yard in Minneapolis, classification tracks at Proviso Yard in Chicago and Pigs Eye Yard in St. Paul and other facilities.

Based upon an analysis of all proposals, it is estimated that 15 per cent of the savings from consolidations at common and affected points of North Western, Great Western and Milwaukee would be realized the first year, 47 per cent the second year and 100 per cent the third year.

Excluding Great Western, it is estimated that 14 per cent of the savings from consolidations at common points and affected points of North Western-Milwaukee would be realized the first year, 48 per cent the second year and 100 per cent the third year.

Elimination of Duplicate Lines:

The abandonment of duplicate lines is dependent upon securing the permission of the Interstate Commerce Commission; however, it is estimated that none of the savings from maintenance of way would be realized the first year under a consolidation of North Western, Great Western and Milwaukee, 35 per cent would be realized the second year, 82 per cent the third year and 100 per cent the fourth year. Under a consolidation of North Western-Milwaukee, excluding Great Western, it is estimated that none of the savings from maintenance of way would be realized the first year, 32 per cent the second year, 81 per cent the third year and 100 per cent the fourth year.

Consolidation of Heavy Repairs—Locomotives, Freight Cars and Passenger Cars:

These proposals involve the movement of locomotive heavy repairs to Marshalltown and Milwaukee, freight car heavy repairs to Clinton and passenger car heavy repairs to North Western's proposed new facility in Chicago which is to be constructed. It is estimated that six months may be needed for planning under either a consolidation of

North Western, Great Western and Milwaukee or a consolidation of North Western-Milwaukee and that 43 per cent of the savings would be realized the first year, 85 per cent the second year and 100 per cent the third year.

Consolidation of Repairs—Maintenance of Way Equipment:

It is estimated that 50 per cent of the savings, under a consolidation of North Western, Great Western and Milwaukee would be realized the first year and 100 per cent the second year.

Pooling of Equipment—Wreckers:

It is estimated that 50 per cent of the savings under a consolidation of North Western, Great Western and Milwaukee, or a consolidation of North Western-Milwaukee would be realized the first year and 100 per cent the second year.

Car Hire and Intermediate Switching Charges:

The savings in car hire and intermediate switching charges are dependent upon consolidations of train service and of operations at common points. It is estimated that 25 per cent of the savings under a consolidation of North Western, Great Western and Milwaukee would be realized the first year and 100 per cent the second year.

Excluding Great Western, it is estimated that 24 per cent of the savings under a consolidation of North Western-Milwaukee would be realized the first year and 100 per cent the second year.

Consolidation of Communications—Signals:

It is estimated that there would be no savings under consolidation of North Western-Great Western-Milwaukee realized the first year, 75 per cent the second year and 100 per cent the third year.

Excluding Great Western, it is estimated that there would be no savings under consolidation of North Western-Milwaukee realized the first year, 76 per cent the second year and 100 per cent the third year.

Consolidation of Operating Divisions:

It is estimated that 40 per cent of the savings under consolidation of North Western, Great Western and Milwaukee, or a consolidation of North Western-Milwaukee would be realized the first year, 80 per cent the second year, and 100 per cent the third year.

Consolidation of Twin Cities-Head of Lakes Operations:

It is estimated that 50 per cent of the savings under consolidation of North Western, Great Western and Milwaukee, or a consolidation of North Western-Milwaukee would be realized the first year and 100 per cent the second year.

Consolidation of Stores:

It is estimated that 50 per cent of the savings under consolidation of North Western, Great Western and Milwaukee would be realized the first year and 100 per cent the second year.

Excluding Great Western, it is estimated that 50 per cent of the savings under consolidation of North Western-Milwaukee would be realized the first year and 100 per cent the second year.

North Western - Great Western - Milwaukee

**SUMMARY OF ESTIMATED SAVINGS
TO BE REALIZED BY YEARS UNDER CONSOLIDATION**

	<u>First Year</u>	<u>Second Year</u>	<u>Thlrd Year</u>	<u>Fourth Year</u>	<u>Fifth Year</u>
Consolidation of Train Service..\$	62,013	\$ 1,109,454	\$ 2,654,615	\$ 2,654,615	\$ 2,654,615
Consolidations at Common and Affected Points	2,033,896	6,524,294	13,735,762	13,735,762	13,735,762
Elimination of Duplicate Lines...	—	466,896	1,077,403	1,315,221	1,315,221
Consolidation of Heavy Repairs-Locomotives	166,823	333,646	333,646	333,646	333,646
Consolidation of Heavy Repairs- Freight Cars	367,466	734,932	734,932	734,932	734,932
Passenger Cars	—	—	181,944	181,944	181,944
Consolidation of Repairs— Maintenance of Way Equipment	20,045	40,091	40,091	40,091	40,091
Pooling of Equipment— Wreckers	5,750	11,501	11,501	11,501	11,501
Car Hire and Intermediate Switching Charges	746,674	3,003,428	3,003,428	3,003,428	3,003,428
Consolidation of Communications-Signals	—	292,435	389,308	389,308	389,308
Consolidation of Operating Divisions	663,793	1,327,586	1,659,483	1,659,483	1,659,483
Consolidation of Twin Cities— Head of Lakes Operations....	442,358	884,716	884,716	884,716	884,716
Consolidation of Stores	298,044	596,088	596,088	596,088	596,088
Total Savings: North Western- Great Western-Milwaukee	<u>\$4,806,862</u>	<u>\$15,325,067</u>	<u>\$25,302,917</u>	<u>\$25,540,735</u>	<u>\$25,540,735</u>
Cumulative Total Savings.....	<u>\$4,806,862</u>	<u>\$20,131,929</u>	<u>\$45,434,846</u>	<u>\$70,975,581</u>	<u>\$96,516,316</u>

North Western - Milwaukee
(Excluding Great Western)

SUMMARY OF ESTIMATED SAVINGS
TO BE REALIZED BY YEARS UNDER CONSOLIDATION

	First Year	Second Year	Third Year	Fourth Year	Fifth Year
Consolidation of Train Service.. \$	61,838	\$ (276,561)	\$ 831,459	\$ 831,459	\$ 831,459
Consolidations at Common and Affected Points	1,614,174	5,466,152	11,391,477	11,391,477	11,391,477
Elimination of Duplicate Lines...	—	398,494	1,009,001	1,246,819	1,246,819
Consolidation of Heavy Repairs-Locomotives	158,099	316,198	316,198	316,198	316,198
Consolidation of Heavy Repairs- Freight Cars	327,740	655,479	655,479	655,479	655,479
Passenger Cars	—	—	181,944	181,944	181,944
Pooling of Equipment— Wreckers	4,107	8,215	8,215	8,215	8,215
Car Hire and Intermediate Switching Charges	540,982	2,251,038	2,251,038	2,251,038	2,251,038
Consolidation of Communications-Signals	—	274,782	363,248	363,248	363,248
Consolidation of Operating Divisions	534,308	1,068,615	1,335,769	1,335,769	1,335,769
Consolidation of Twin Cities- Head of Lakes Operations....	442,358	884,716	884,716	884,716	884,716
Consolidation of Stores	244,744	489,487	489,487	489,487	489,487
Total Savings:					
North Western-Milwaukee	<u>\$3,928,350</u>	<u>\$11,536,615</u>	<u>\$19,718,031</u>	<u>\$19,955,849</u>	<u>\$19,955,849</u>
Cumulative Total Savings	<u>\$3,928,350</u>	<u>\$15,464,965</u>	<u>\$35,182,996</u>	<u>\$55,138,845</u>	<u>\$75,094,694</u>

APPENDIX C

ESTIMATED CASH TO BE REALIZED OR TO BE REQUIRED BY YEARS

Cash To Be Realized:

The salvage of locomotives and other facilities proposed to be retired would depend upon other consolidations being effected.

The salvage of duplicate lines would depend upon approval of the Interstate Commerce Commission and the time required to dismantle the lines. It is estimated that the cash from elimination of duplicate lines would not be received until the third year.

Cash To Be Required:

It is believed that the construction of classification tracks and connections proposed herein can be completed within two and one-half years.

The estimated cash to be realized and to be required by years and cumulatively under a consolidation of North Western, Great Western and Milwaukee is shown on Page No. 146 and under a consolidation of North Western-Milwaukee, excluding Great Western, is shown on Page No. 147.

North Western - Great Western - Milwaukee

**SUMMARY OF ESTIMATED CASH
TO BE REALIZED (OR REQUIRED)**

	First Year	Second Year	Third Year	Fourth Year	Fifth Year
Consolidation of Train Service..	\$(2,691,498)	\$(928,044)	\$ —	\$ —	\$ —
Consolidations at Common and Affected Points	(9,995,521)	(6,266,462)	4,731,142	2,510,840	—
Elimination of Duplicate Lines...	—	—	5,277,516	—	—
Consolidation of Heavy Repairs-Locomotives	(517,277)	(10,254)	—	—	—
Pooling of Equipment					
Locomotives	69,000	264,000	147,000	—	—
Wreckers	9,012	9,013	—	—	—
Consolidation of Communications-Signals	(47,000)	(91,000)	(98,160)	—	—
Consolidation of Operating Divisions	(1,008,950)	(236,340)	—	—	—
Consolidation of Stores	(13,323)	—	—	—	—
Total Cash Realized (or Re- quired): North Western- Great Western-Milwaukee	<u>\$(14,195,557)</u>	<u>\$(7,259,087)</u>	<u>\$ 10,057,498</u>	<u>\$ 2,510,840</u>	<u>\$ —</u>
Cumulative Cash Realized (or Required)	<u>\$(14,195,557)</u>	<u>\$(21,454,644)</u>	<u>\$(11,397,146)</u>	<u>\$(8,886,306)</u>	<u>\$(8,886,306)</u>

North Western - Milwaukee

(Excluding Great Western)

**SUMMARY OF ESTIMATED CASH
TO BE REALIZED (OR REQUIRED)**

	First Year	Second Year	Third Year	Fourth Year	Fifth Year
Consolidation of Train Service..	\$ (2,226,342)	\$ (928,044)	\$ —	\$ —	\$ —
Consolidations at Common and Affected Points	(10,433,159)	(7,703,252)	4,498,173	2,510,840	—
Elimination of Duplicate Lines...	—	—	5,012,013	—	—
Consolidation of Heavy Repairs-Locomotives	(517,277)	(10,254)	—	—	—
Pooling of Equipment					
Locomotives	51,000	53,000	120,000	—	—
Wreckers	6,437	6,438	—	—	—
Consolidation of Communications-Signals	(47,000)	(90,000)	(46,301)	—	—
Consolidation of Operating Divisions	(1,003,950)	(236,340)	—	—	—
Consolidation of Stores	(13,323)	—	—	—	—
Total Cash Realized (or Required):					
North Western-Milwaukee	<u>\$ (14,183,614)</u>	<u>\$ (8,808,452)</u>	<u>\$ 9,583,885</u>	<u>\$ 2,510,840</u>	<u>\$ —</u>
Cumulative Cash Realized (or Required)	<u>\$ (14,183,614)</u>	<u>\$ (22,992,066)</u>	<u>\$ (13,408,181)</u>	<u>\$ (10,897,341)</u>	<u>\$ (10,897,341)</u>

APPENDIX D

COMMON POINTS (C&NW-CGW-CMStP&P)

Illinois

Bryn Mawr
*Byron
Chicago
De Kalb
Elgin
*Elmhurst
Evanston
*Forest Park
Freeport
Glenview
(Naval Air Sta.)
Gurnee
*Holcomb
Ladd
Lake Forest
*Lombard
Main St. (Evanston)
*Maywood
Rochelle
Rockford
*St. Charles
Skokie
South Beloit
*Stillman Valley
*Sycamore
Techny
*Villa Park

Iowa

Algona
Arion
*Belmond
Britt
*Carroll
Cedar Rapids
Clinton

Iowa (Cont'd)

Council Bluffs
Des Moines
De Witt
*Dubuque
*Dumont
*Eagle Grove
Elberon
Fairfax
*Fort Dodge
*Gladbrook
*Halbur
*Hampton
*Harlan
Hawarden
Hedrick
*Hicks
*Irwin
Jefferson
*Kirkman
Lohrville
Lyons
*Manly
Manning
Mapleton
Marathon
*Marshalltown
Mason City
*Melbourne
*Moorland
*New Hampton
Perry
Pickering
Ruthven
Sac City
Sheldon
Sioux City
Slater
Spencer
Tama
Wauke

Michigan

Amasa
Balsam
Crystal Falls
Iron Mountain
Iron River
Stambaugh
Menominee
Triangle Spur

Minnesota

Albert Lea
*Austin
Bayport
*Cannon Falls
Chaska
*Dodge Center
*Dover
Duluth
*Dundas
Fairmont
*Faribault
Hopkins
Kasota
*Kenyon
*Le Roy
*Lyle
Mankato
Mendota
Miloma
Minneapolis (Inc.
Minnesota Tfr.,
New Brighton &
St. Louis Park)
Minnesota City
Montgomery
*Northfield

*Common points between C&NW and CGW or between CGW and CMStP&P.

APPENDIX D

COMMON POINTS (CONCLUDED) (C&NW-CGW-CMStP&P)

Minnesota (Cont'd)

Norwood
Owatonna
*Red Wing
*Rochester
*St. Charles
St. Paul
Shakopee
Sherburn
So. St. Paul
*Spring Valley
Stillwater
*Varco
*Waterville
*Welch
Welcome
Winnebago
Winona

Missouri

*Kansas City

Nebraska

Omaha (Incl. So.
Omaha)

South Dakota

Aberdeen
Bradley
Elrod
Faulkton
Groton

South Dakota (Cont'd)

Lake Preston
Mitchell
Parker
Rapid City
Redfield
Sioux Falls
Vilas
Wolsey

Wisconsin

Appleton
Badger Ordn. (Sauk
City-CMStP&P)
(C&NW-Merrimac)
Bangor
Beloit
Burnett
Camp Douglas
Camp McCoy
Chippewa Falls
(CMStP&P cars
handled by Soo
Line)
Clinton Jct.
De Pere
Eau Claire
Fond du Lac
Forest Jct.
Granville
Green Bay (Incl.
Green Bay Jct.)
Janesville
La Crosse
Madison
Marinette

Wisconsin (Cont'd)

Menasha
Menomonie
Milton Jct.
Milwaukee (Incl.
Jones Island)
Minnesota Jct.
Necedah
Neenah
Nekoosa
North Lake
Oconto
Onalaska
Oshkosh
Platteville
Plymouth
Port Edwards
Racine (Incl.
Racine Jct.)
Ripon
Rockland
Rothschild
Schofield
Sparta
Stiles Jct.
Superior (Incl.
Superior East
End)
Sussex
Tunnel City
Watertown
Waukesha
Wausau
Waxdale
West Allis
West Salem
Wisconsin Rapids
Woodruff

*Common points between C&NW and CGW or between CGW and CMStP&P.

North Western — Great Western — Milwaukee

**Estimated Annual Savings From
Consolidation of Freight Train Service**

Proposal No. 1 — PRESENT

APPENDIX E

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 251	166	3	125	125	7	45,625	136,875	\$ 48,865		
			182	3	197	197	7	71,905	215,715	75,455		
			128	3	145	145	7	52,925	158,775	55,694		
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 253	121	2	125	125	7	45,625	91,250	47,497		
			152	3	197	197	7	71,905	215,715	74,951		
			131	3	145	145	7	52,925	158,775	55,694		
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 255	186	3	125	125	7	45,625	136,875	49,180		
			193	3	197	197	7	71,905	215,715	75,951		
			187	3	145	145	7	52,925	158,775	56,616		
Council Bluffs Boone Clinton	Boone Clinton Proviso	CNW 256	108	3	145	145	7	52,925	158,775	55,234		
			93	3	197	197	7	71,905	215,715	73,075		
			97	3	125	128	7	45,625	136,875	48,426		
Council Bluffs Boone Clinton	Boone Clinton Proviso	CNW 258	104	3	145	145	7	52,925	158,775	54,499		
			112	3	197	197	7	71,905	215,715	74,074		
			115	3	125	128	7	45,625	136,875	49,075		
Proviso Clinton Boone	Clinton Boone Fremont	CNW 249	84	4	125	125	7	45,625	182,500	47,829		
			80	4	197	197	7	71,905	287,620	72,953		
			80	4	163	163	7	59,495	237,980	60,828		
Fremont Boone Clinton	Boone Clinton Proviso	CNW 252	168	4	163	163	7	59,495	237,980	63,516		
			183	4	197	197	7	71,905	287,620	76,202		
			185	4	125	128	7	45,625	182,500	50,458		
Proviso Clinton	Clinton Des Moines	CNW 123	157	3	125	125	7	45,625	136,875	48,545		
			106	3	217	217	7	79,205	237,615	81,320		
Des Moines Clinton	Clinton Proviso	CNW 124	131	3	217	217	7	79,205	237,615	82,009		
			139	3	125	128	7	45,625	136,875	49,481		
Council Bluffs Boone	Boone Clinton	CNW 254	152	3	145	145	7	52,925	158,775	55,880		
			173	3	197	197	7	71,905	215,715	75,455		
Eagle Grove	Ames	CNW 63	81	3	46	50	6	14,398	43,194	15,608		
Ames	Eagle Grove	CNW 64	81	3	46	50	6	14,398	43,194	15,608		
Boone Tama Tama	Tama Boone to Tama Boone	W. FRT.	25	1	70	100	1	3,640	3,640	5,023		
			44	1	140	140	4	29,260	29,260	27,691		
			46	1	70	100	1	3,640	3,640	5,023		
Boone Council Bluffs Boone	Council Bluffs Boone Harlan to Boone	W. FRT.	39	1	145	145	2	15,080	15,080	14,246		
			67	1	145	145	2	15,080	15,080	14,246		
			50	1	186	186	1	9,672	9,672	9,036		
Chicago Tfr. Oelwein Clarion	Oelwein Clarion Council Bluffs	CGW 91	125	5	239	239	7	87,235	436,175	91,114		
			69	3	99	100	7	36,135	108,405	37,978		
			62	3	160	160	7	58,400	175,200	59,147		

Proposal No. 1 – PRESENT – (Continued)

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Council Bluffs	Clarion	CGW 192	86	3	160	160	7	58,400	175,200	\$ 59,858		
Clarion	Oelwein		99	3	99	100	7	36,135	108,405	38,424		
Oelwein	Chicago Tfr.		118	5	239	239	7	87,235	436,175	91,114		
Council Bluffs	Clarion	CGW Meat Ex	19	2	160	160	1	8,320	16,640	8,337		
Clarion	Council Bluffs	Dead Head				160	1			4,269		
Bensenville	Savanna	MILW 61	101	3	125	125	7	45,625	136,875	47,355		
Savanna	Atkins		101	3	104	104	7	37,960	113,880	39,853		
Atkins	Perry		101	3	122	122	7	44,530	133,590	46,283		
Perry	Council Bluffs		100	3	121	121	7	44,165	132,495	45,926		
Council Bluffs	Perry	MILW 62	80	3	121	121	7	44,165	132,495	45,387		
Perry	Atkins		81	3	122	122	7	44,530	133,590	46,283		
Atkins	Savanna		76	3	104	104	7	37,960	113,880	39,389		
Savanna	Bensenville		73	3	123	123	7	44,895	134,685	46,093		
Bensenville	Savanna	MILW 63	105	4	125	125	7	45,625	182,500	47,829		
Savanna	Atkins		100	3	104	104	7	37,960	113,880	39,853		
Atkins	Perry		119	3	122	122	7	44,530	133,590	46,902		
Perry	Council Bluffs		103	3	121	121	7	44,165	132,495	45,926		
Council Bluffs	Perry	MILW 64	97	3	121	121	7	44,165	132,495	45,926		
Perry	Atkins		97	3	122	122	7	44,530	133,590	46,283		
Atkins	Savanna		97	3	104	104	7	37,960	113,880	39,853		
Savanna	Bensenville		110	3	123	123	7	44,895	134,685	47,264		
Bensenville	Savanna	MILW 71	106	4	125	125	4	26,125	104,500	27,752		
Bensenville	Savanna	MILW 75	120	3	125	125	7	45,625	136,875	47,988		
Bensenville	Savanna	MILW 91	40	2	125	125	6	39,125	78,250	37,649		
Savanna	Bensenville	MILW 2nd 62	61	3	123	123	4	25,707	77,121	26,392		
Savanna	Bensenville	MILW 66	100	4	123	123	6	38,499	153,996	38,275		
Savanna	Bensenville	MILW 68	65	3	123	123	7	44,895	134,685	46,093		
Savanna	Atkins	MILW 73	116	3	104	104	7	37,960	113,880	38,247		
Atkins	Perry		96	3	122	122	7	44,530	133,590	43,858		
Perry	Council Bluffs		79	3	121	121	7	44,165	132,495	43,021		
Council Bluffs	Perry	MILW 68	105	3	121	121	7	44,165	132,495	43,519		
Perry	Atkins		123	3	122	122	7	44,530	133,590	44,433		
Atkins	Savanna		138	3	104	104	7	37,960	113,880	38,551		
Des Moines	Madrid	MILW 71	59	3	34	50	7	12,410	37,230	18,989		
Madrid	Des Moines	MILW 72	59	3	34	50	7	12,410	37,230	18,989		
Total								3,243,609	10,298,252	\$3,385,645	\$4,414,038	\$7,799,683

Proposal No. 1 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Perd		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Clinton	CCB-1	133	4	125	125	7	45,625	182,500	\$ 48,865		
Clinton	Perry		166	4	209	209	7	76,285	305,140	80,679		
Perry	Council Bluffs		166	4	131	131	7	47,815	191,260	51,577		
Council Bluffs	Perry	CBC-2	127	4	131	131	7	47,815	191,260	51,081		
Perry	Clinton		135	4	209	209	7	76,285	305,140	79,886		
Clinton	Proviso		130	4	125	128	7	45,625	182,500	49,973		
Proviso	Clinton	CCB-3	102	4	125	125	7	45,625	182,500	45,319		
Clinton	Perry		99	4	209	209	7	76,285	305,140	78,158		
Perry	Council Bluffs		120	4	131	131	7	47,815	191,260	50,664		
Council Bluffs	Perry	CBC-4	138	4	131	131	7	47,815	191,260	51,081		
Perry	Clinton		138	4	209	209	7	76,285	305,140	79,886		
Clinton	Proviso		138	4	125	128	7	45,625	182,500	49,973		
Proviso	Clinton	CFM-1	143	5	125	125	7	45,625	228,125	49,339		
Clinton	Perry		143	5	209	209	7	76,285	381,425	80,679		
Perry	Fremont		143	5	147	147	7	53,655	268,275	57,547		
Fremont	Perry	FMC-2	141	4	147	147	7	53,655	214,620	56,989		
Perry	Clinton		150	4	209	209	7	76,285	305,140	80,150		
Clinton	Proviso		155	4	125	128	7	45,625	182,500	50,132		
Proviso	Clinton	CFM-3	144	4	125	125	7	45,625	182,500	48,865		
Clinton	Perry		160	4	209	209	7	76,285	305,140	80,150		
Perry	Fremont		160	4	147	147	7	53,655	214,620	57,173		
Fremont	Perry	FMC-4	111	5	147	147	7	53,655	268,275	57,081		
Perry	Clinton		177	5	209	209	7	76,285	381,425	81,477		
Clinton	Proviso		101	5	125	128	7	45,625	228,125	49,402		
Proviso	Oelwein	COCB-1	118	3	234	234	7	85,410	256,230	82,926		
Oelwein	Clarion		63	2	99	100	7	36,135	72,270	37,588		
Clarion	Council Bluffs		58	2	160	160	7	58,400	116,800	55,496		
Council Bluffs	Clarion	CBOC-2	87	2	160	160	7	58,400	116,800	56,156		
Clarion	Oelwein		91	2	99	100	7	36,135	72,270	38,029		
Oelwein	Proviso		88	3	234	234	6	73,242	219,726	70,167		
Oelwein	Proviso		133	3	234	234	1	12,168	36,504	11,913		
Proviso	Clinton	CKC-1		See	Proposal No. 13							
Clinton	Proviso	KCC-2		See	Proposal No. 13							
Clinton	Boone	CLCB-1	72	2	197	197	7	71,905	143,810	67,750		
Boone	Council Bluffs		79	2	145	145	7	52,925	105,850	50,528		
Council Bluffs	Boone	CBCL-2	71	2	145	145	7	52,925	105,850	50,528		
Boone	Clinton		90	2	197	197	7	71,905	143,810	68,563		
Proviso	So. Pekin	CSL-1		See	Proposal No. 14							
So. Pekin	Proviso	SLC-2		See	Proposal No. 14							

Proposal No. 1 — PROPOSED — (Continued)

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Sioux City	CSC-1		See	Proposal	No. 2						
Sioux City	Proviso	SCC-2		See	Proposal	No. 2						
Savanna Perry	Perry Council Bluffs	SACB-1	70 20	3 3	226 121	226 121	7 7	82,490 44,165	247,470 132,495	\$ 78,180 43,021		
Council Bluffs Perry	Perry Savanna	CBSA-2	124 124	3 3	131 229	131 229	7 7	47,815 83,585	143,445 250,755	47,526 81,207		
Proviso	Bensenville-Savanna	CSA-1	40	2	127	127	6	39,751	79,502	38,217		
Savanna	Bensenville-Proviso	SAC-2	24	2	127	127	6	39,751	79,502	38,217		
Proviso Clinton	Clinton Des Moines	CDM-1	155 129	3 3	125 204	125 204	7 7	45,625 74,460	136,875 223,380	48,545 73,215		
Des Moines Clinton	Clinton Proviso	DMC-2	127 141	3 3	204 125	204 128	7 7	74,460 45,625	223,380 136,875	73,215 46,870		
Eagle Grove	Des Moines	EGDM-1	65	2	85	100	6	26,605	53,210	30,549		
Des Moines	Eagle Grove	DMEG-2	57	2	85	100	6	26,605	53,210	30,549		
Madrid	Des Moines	MDDM-1	81	3	34	50	7	12,410	37,230	19,212		
Des Moines	Madrid	DMMD-2	32	3	34	50	7	12,410	37,230	19,212		
Council Bluffs Denison	Denison Council Bluffs	W.FRT.	20 20	1 1	64 64	64 64	5 5	16,704 16,704	16,704 16,704	15,885 15,885		
Total								2,679,875	9,133,657	\$2,755,275	\$3,914,868	\$6,670,143
Decrease (or Increase)								563,734	1,164,595	\$ 630,370	\$ 499,170	\$1,129,540

Proposal No. 2 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Sioux City	Missouri Valley	CNW 45		See	Proposal	No. 15						
Missouri Valley	Sioux City	CNW 46		See	Proposal	No. 15						
Council Bluffs	Proviso	CNW 256		See	Proposal	No. 1						
Fremont	Proviso	CNW 252		See	Proposal	No. 1						
Proviso	Council Bluffs	CNW 251		See	Proposal	No. 1						
Manilla	Sioux City	MILW 73	85	4	96	100	7	35,040	140,160	\$36,756		
Sioux City	Manilla	MILW 262	70	4	96	100	7	35,040	140,160	38,362		
Council Bluffs	Bensenville	MILW 62-64		See	Proposal	No. 1						
Manilla	Savanna	MILW 68		See	Proposal	No. 1						
Savanna	Bensenville	MILW 66-68		See	Proposal	No. 1						
Bensenville	Council Bluffs	MILW 63		See	Proposal	No. 1						
Bensenville	Savanna	MILW 75-71		See	Proposal	No. 1						
Savanna	Council Bluffs	MILW 73		See	Proposal	No. 1						
Total								70,080	280,320	\$75,118	\$120,151	\$195,269

Proposal No. 2 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Perry	Clinton Perry Sioux City	CSC-1	75	4	125	125	7	45,625	182,500	\$ 47,277		
			85	4	209	209	7	76,285	305,140	78,158		
			90	4	156	156	7	56,940	227,760	59,022		
Sioux City Perry Clinton	Perry Clinton Proviso	SCC-2	110	4	156	156	7	56,940	227,760	59,817		
			125	4	209	209	7	76,285	305,140	79,222		
			130	4	125	128	7	45,625	182,500	49,973		
Total								357,700	1,430,800	\$ 373,469	\$ 613,270	\$ 986,739
Decrease (or	Increase)							(287,620)	(1,150,480)	\$ (298,351)	\$(493,119)	\$(791,470)

Proposal No. 3 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Mo. Valley	Norfolk	CNW 117	129	4	118	118	7	43,070	172,280	\$ 46,280		
Norfolk●	Long Pine		100	3	133	133	6	27,797	83,391	28,751		
Long Pine●	Chadron		91	3	192	192	6	40,128	120,384	40,819		
Chadron	Belle Fourche		70	4	159	159	6	49,767	199,068	50,938		
Norfolk*	Long Pine		100	3	133	133	3	6,916	20,748	7,153		
Long Pine*	Chadron		91	3	192	192	3	9,984	29,952	10,156		
Belle Fourche	Chadron	CNW 256	74	4	159	159	6	49,767	199,068	50,938		
Chadron●	Long Pine		86	3	192	192	6	40,128	120,384	40,819		
Long Pine●	Norfolk		92	3	133	133	6	27,797	83,391	28,751		
Norfolk	Mo. Valley		105	3	118	118	7	43,070	129,210	44,854		
Chadron*	Long Pine		86	3	192	192	3	9,984	29,952	10,156		
Long Pine*	Norfolk		92	3	133	133	3	6,916	20,748	7,153		
Proviso	Council Bluffs	CNW 251-253-255		See	Proposal No. 1							
Council Bluffs	Proviso	CNW 256		See	Proposal No. 1							
Fremont	Proviso	CNW 252		See	Proposal No. 1							
Council Bluffs	Clinton	CNW 254		See	Proposal No. 1							
Sioux Falls	Savanna	MILW 62		See	Proposal No. 4							
Savanna	Bensenville			See	Proposal No. 1							
Bensenville	Savanna	MILW 63		See	Proposal No. 1							
Savanna	Marquette	MILW 81		See	Proposal No. 4							
Marquette	Sioux Falls	MILW 63		See	Proposal No. 4							
Canton	Mitchell	MILW 3	24	1	79	79	6	24,727	24,727	23,264		
Mitchell	Canton	MILW 98	25	1	79	79	6	24,727	24,727	23,264		
Rapid City	Murdo	MILW 166	28	2	144	144	6	45,072	90,144	43,046		
Murdo	Mitchell		31	2	142	142	6	44,446	88,892	42,478		
Mitchell	Murdo	MILW 167	30	2	142	142	6	44,446	88,892	42,478		
Murdo	Rapid City		30	2	144	144	6	45,072	90,144	43,046		
Total								583,814	1,616,102	\$ 584,344	\$ 692,694	\$1,277,038

●Operates 8 months per year.

*Operates 4 months per year.

Proposal No. 3 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Mo. Valley	Norfolk	CNW 117	97	3	118	118	7	43,070	129,210	\$ 44,854		
Norfolk •	Long Pine		77	3	133	133	6	27,797	83,391	28,413		
Long Pine •	Chadron		65	3	192	192	6	40,128	120,384	40,332		
Chadron	Belle Fourche		62	4	159	159	6	49,767	199,068	50,938		
Norfolk *	Long Pine		77	3	133	133	3	6,916	20,748	7,070		
Long Pine *	Chadron		65	3	192	192	3	9,984	29,952	10,035		
Belle Fourche	Chadron	CNW 256	71	4	159	159	6	49,767	199,068	50,938		
Chadron •	Long Pine		86	3	192	192	6	40,128	120,384	40,819		
Long Pine •	Norfolk		91	3	133	133	6	27,797	83,391	28,751		
Norfolk	Mo. Valley		103	3	118	118	7	43,070	129,210	44,854		
Chadron *	Long Pine		86	3	192	192	3	9,984	29,952	10,156		
Long Pine *	Norfolk		91	3	133	133	3	6,916	20,748	7,153		
Proviso	Sioux Falls	CSF-1			See	Proposal	No. 4					
Sioux Falls	Proviso	SFC-2			See	Proposal	No. 4					
Canton	Mitchell	MILW 3	50	1	79	79	6	24,727	24,727	23,264		
Mitchell	Canton	MILW 98	25	1	79	79	6	24,727	24,727	23,264		
Mitchell	Murdo	MILW 167	56	2	142	142	6	44,446	88,892	42,478		
Murdo	Rapid City		46	2	144	144	6	45,072	90,144	43,046		
Rapid City	Murdo	MILW 166	25	2	144	144	6	45,072	90,144	43,046		
Murdo	Mitchell		31	3	142	142	6	44,446	88,892	42,922		
Total								583,814	1,573,032	\$582,333	\$674,234	\$1,256,567
Decrease (or	Increase)							—	43,070	\$ 2,011	\$ 18,460	\$ 20,471

•Operates 8 months per year.

*Operates 4 months per year.

Proposal No. 4 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Sioux Falls	St. James	CNW 84	37	2	119	119	6	37,247	74,494	\$ 35,945		
Huron	Tracy	CNW 126	51	3	136	136	6	42,568	127,704	43,460		
Tracy	Mason City		41	3	159	159	6	49,767	149,301	50,418		
Mason City	Belle Plaine		47	3	108	108	6	33,804	101,412	34,988		
Belle Plaine	Clinton		40	2	111	111	5	28,971	57,942	29,622		
Clinton	Proviso		59	2	125	128	5	32,625	65,250	33,863		
Proviso	Council Bluffs	CNW 251			See	Propo	sal No. 1					
Clinton	Belle Plaine	W.FRT.	19	1	111	120	3	17,316	17,316	17,870		
Clinton	Tipton to Belle Plaine		19	1	128	137	2	13,312	13,312	13,499		
Clinton	Tipton to Clinton		19	1	116	125	1	6,032	6,032	6,190		
Belle Plaine	Mason City	CNW 125	48	3	108	108	6	33,804	101,412	33,159		
Mason City	Tracy		46	3	159	159	6	49,767	149,301	47,804		
St. James	Sioux Falls	CNW 85	32	2	119	119	6	37,247	74,494	35,945		
Tracy	Huron	CNW 495	54	3	136	136	6	42,568	127,704	43,460		
Rapid City	Canton	MILW 166-98			See	Propo	sal No. 3					
Sioux Falls	Mason City	MILW 62	38	3	199	199	6	62,287	186,861	62,520		
Mason City	Marquette		63	4	117	117	6	36,621	146,484	38,095		
Marquette	Savanna		62	4	102	102	6	31,926	127,704	33,508		
Savanna	Bensenville	MILW 62-2nd 62			See	Propo	sal No. 1					
Bensenville	Savanna	MILW 63-75			See	Propo	sal No. 1					
Savanna	Marquette	MILW 81	75	4	102	102	6	31,926	127,704	31,745		
Marquette	Mason City	MILW 63	77	4	117	117	6	36,621	146,484	38,095		
Mason City	Sioux Falls		72	3	199	199	6	62,287	186,861	59,289		
Council Bluffs	Chicago	CGW 192			See	Propo	sal No. 1					
Total								686,696	1,987,772	\$ 689,475	\$ 851,998	\$1,541,473

Proposal No. 4 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Oelwein Mason City	Oelwein Mason City Sioux Falls	CSF-1	116	4	234	234	6	73,242	292,968	\$ 75,785		
			128	3	81	100	6	25,353	76,059	33,657		
			118	3	199	199	6	62,287	186,861	60,796		
Sioux Falls Mason City Oelwein	Mason City Oelwein Proviso	SFC-2	69	3	199	199	6	62,287	186,861	59,289		
			97	3	81	100	6	25,353	76,059	32,950		
			130	4	234	234	6	73,242	292,968	76,423		
Huron Tracy	Tracy Mason City	HMC-2	45	2	136	136	6	42,568	85,136	43,003		
			29	2	159	159	6	49,767	99,534	49,884		
Mason City Tracy	Tracy Huron	MCH-2	26	2	159	159	6	49,767	99,534	47,306		
			52	2	136	136	6	42,568	85,136	40,774		
Worthington Brandon Worthington Sheldon	Brandon Worthington Sheldon Worthington	W. FRT.	25	1	54	54	6	16,902	16,902	16,242		
			25	1	54	54	6	16,902	16,902	16,242		
			25	1	34	34	6	10,642	10,642	10,087		
			25	1	34	34	6	10,642	10,642	10,087		
Council Bluffs	Proviso	CBOC-2			See Proposal No. 1							
Mason City Belle Plaine	Belle Plaine Mason City	W. FRT.	10	1	108	108	2	11,232	11,232	10,793		
			30	1	108	108	2	11,232	11,232	10,793		
Clinton Clinton Belle Plaine	Belle Plaine Tipton to Belle Plaine Clinton	W. FRT.	25	1	111	120	1	5,772	5,772	5,956		
			25	1	128	137	2	13,312	13,312	13,499		
			25	1	111	120	3	17,316	17,316	17,870		
Total								620,386	1,595,068	\$ 631,436	\$683,678	\$1,315,114
Decrease (or	Increase)							66,310	392,704	\$ 58,039	\$168,320	\$ 226,359

Proposal No. 5 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	Kansas City	CGW 41-43			See	Propo	sal No. 16					
Kansas City	St. Paul	CGW 42-92			See	Propo	sal No. 16					
Hayfield	Austin-Hayfield	CGW 1st Switch Run			See	Propo	sal No. 18					
Hayfield	Austin-Hayfield	CGW 2nd Switch Run			See	Propo	sal No. 18					
Oelwein	Chicago Tfr.	CGW 90	127	5	239	239	7	87,235	436,175	\$ 91,872		
Chicago Tfr.	Council Bluffs	CGW 91			See	Propo	sal No. 1					
Council Bluffs	Chicago Tfr.	CGW 192			See	Propo	sal No. 1					
Chicago Tfr.	Oelwein	CGW 143	78	5	239	239	7	87,235	436,175	88,837		
Minneapolis	Albia	CNW 2			See	Propo	sal No. 16					
Proviso	Council Bluffs	CNW 251			See	Propo	sal No. 1					
Albia	Minneapolis	CNW 1			See	Propo	sal No. 16					
Austin	Jackson	MILW 203	50	2	110	110	6	34,430	68,860	33,389		
Jackson	Austin	MILW 222	50	2	110	110	6	34,430	68,860	33,389		
Austin Marquette	Marquette Savanna	MILW 68	42 62	2 3	111 102	111 102	6 6	34,743 31,926	69,486 95,778	33,673 33,173		
Savanna	Kansas City	MILW 2nd 75			See	Propo	sal No. 13					
Austin	Mason City	MILW No. 164	46	2	40	50	6	12,520	25,040	16,116		
Mason City	Bensenville	MILW No. 62			See	Propo	sal No. 4					
Savanna	Kansas City	MILW 75			See	Propo	sal No. 13					
Bensenville	Savanna	MILW 63-71-75			See	Propo	sal No. 1					
Savanna	Marquette	MILW 75	61	3	102	102	6	31,926	95,778	31,436		
Marquette	Austin	MILW 761	48	2	111	111	6	34,743	69,486	33,673		
Kansas City	Savanna	MILW 64			See	Propo	sal No. 13					
Mason City	Austin	MILW 163	28	2	40	50	6	12,520	25,040	16,116		
Total								401,708	1,390,678	\$411,674	\$596,073	\$1,007,747

Proposal No. 5 – PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	Kansas City	SPKC-2 SPKC-4		See	Propo	sal	No. 16					
Kansas City	St. Paul	KCSP-2 KCSP-4		See	Propo	sal	No. 16					
Oelwein	Proviso	OLC-2	58	2	234	234	7	85,410	170,820	\$ 84,336		
Proviso	Oelwein	COL-1	76	2	234	234	7	85,410	170,820	84,336		
Proviso	Council Bluffs	COCB-1		See	Propo	sal	No. 1					
Council Bluffs	Proviso	CBOC-2		See	Propo	sal	No. 1					
Sioux Falls	Proviso	SFC-2		See	Propo	sal	No. 4					
Proviso	Sioux Falls	CSF-1		See	Propo	sal	No. 4					
Austin	Jackson	MILW 203	50	2	110	110	6	34,430	68,860	33,389		
Jackson	Austin	MILW 222	50	2	110	110	6	34,430	68,860	33,389		
Mason City	Austin	MCAU-1	26	1	40	50	3	6,240	6,240	7,948		
Austin	Mason City	AUMC-2	42	1	40	50	3	6,240	6,240	7,948		
Marquette	Austin	MQAU-1	45	2	111	111	3	17,316	34,632	17,705		
Austin	Marquette	AUMQ-2	24	2	111	111	3	17,316	34,632	17,705		
Savanna	Marquette	SAMQ-1	70	1	102	102	6	31,926	31,926	30,798		
Marquette	Savanna	MQSA-2	30	1	102	102	6	31,926	31,926	30,798		
Mason City	Postville	MILW Meat Ex.	4	1	92	92	0.5	2,208	2,208	2,176		
Postville	Mason City		4	1	92	92	0.5	2,208	2,208	2,176		
Total								355,060	629,372	\$ 352,704	\$269,761	\$622,465
Decrease (or	Increase)							46,648	761,306	\$ 58,970	\$326,312	\$385,282

Proposal No. 6 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Butler	Adams	CNW 495	78	2	115	115	6	35,995	71,990	\$ 44,928		
Adams	Winona		77	2	107	107	6	33,491	66,982	42,000		
Winona	Waseca		73	3	102	102	6	31,926	95,778	33,173		
Waseca	Tracy		108	3	116	116	6	36,308	108,924	38,356		
Tracy	Waseca	CNW 482	79	3	116	116	6	36,308	108,924	37,409		
Waseca	Winona		56	3	102	102	6	31,926	95,778	33,173		
Winona	Adams		63	2	107	107	6	33,491	66,982	42,000		
Adams	Butler		66	2	115	115	6	35,995	71,990	44,928		
Winona	Rochester-Winona	CNW W. FRT.	10	1	98	100	2	10,192	10,192	10,046		
Winona	Chatfield-Winona		17	1	98	100	1	5,096	5,096	5,023		
Winona	Plainview-Winona		10	1	105	105	2	10,920	10,920	10,513		
Winona	Chatfield-Plainview-Winona		17	1	132	132	1	6,864	6,864	6,516		
Chicago 40th St.	Butler	CNW 283		See	Proposal No. 9							
Proviso	Butler	CNW 285-289		See	Proposal No. 9							
Butler	Chicago 40th St.	CNW 182-284		See	Proposal No. 9							
Butler	Proviso	CNW 280		See	Proposal No. 9							
St. Paul	Kansas City	CGW 41-43		See	Proposal No. 16							
Kansas City	St. Paul	CGW 42-92		See	Proposal No. 16							
Chicago Transfer	Council Bluffs	CGW 91		See	Proposal No. 1							

Proposal No. 6 – PRESENT – (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Chicago Transfer	Oelwein	CGW 143		See	Proposal	No. 5						
Council Bluffs	Chicago Transfer	CGW 192		See	Proposal	No. 1						
Oelwein	Chicago Transfer	CGW 90		See	Proposal	No. 5						
Winona	Rochester	CGW 9	17	3	50	50	6	15,650	46,950	\$ 16,284		
Rochester	Winona	CGW 10	26	3	51	51	6	15,963	47,889	16,587		
Rochester	McIntire	CGW 125	52	3	49	50	6	15,337	46,011	16,284		
McIntire	Rochester	CGW 126	66	3	49	50	6	15,337	46,011	16,284		
St. Paul	Savanna	MILW 76		See	Proposal	No. 16						
Savanna	Kansas City	MILW 65		See	Proposal	No. 13						
Kansas City	Savanna	MILW 86		See	Proposal	No. 13						
Savanna	St. Paul	MILW 67		See	Proposal	No. 16						
Bensenville	St. Paul	MILW 65		See	Proposal	No. 7						
St. Paul	Milwaukee	MILW 266		See	Proposal	No. 7						
Milwaukee	Bensenville	MILW 82		See	Proposal	No. 7						
Total								370,799	907,281	\$413,504	\$388,879	\$802,383

Proposal No. 6 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Portage	CT-1	114	3	173	173	6	54,149	162,447	\$ 68,657		
Portage	La Crosse		106	3	103	103	6	32,239	96,717	42,025		
La Crosse	Waseca		107	3	129	129	6	40,377	121,131	42,395		
Waseca	Tracy		91	3	116	116	6	36,308	108,924	37,851		
Tracy	Waseca	TC-2	60	3	116	116	6	36,308	108,924	37,409		
Waseca	La Crosse		77	3	129	129	6	40,377	121,131	41,342		
La Crosse	Portage		146	3	103	103	6	32,239	96,717	42,419		
Portage	Proviso		152	3	173	173	6	54,149	162,447	69,318		
St. Paul	La Crosse	SPL-2		See	Proposal No. 7							
La Crosse	St. Paul	LSP-1		See	Proposal No. 7							
Kansas City	Chicago	KCC-2		See	Proposal No. 13							
Chicago	Kansas City	CKC-1		See	Proposal No. 13							
St. Paul	Madison	SPSL-2		See	Proposal No. 17							
Madison	St. Paul	SLSP-1		See	Proposal No. 17							
Rochester	McIntire	CGW 125	41	2	49	50	6	15,337	30,674	16,116		
McIntire	Rochester	CGW 126	30	2	49	50	6	15,337	30,674	16,116		
La Crosse	Galesville-La Crosse	CNW W. FRT.	15	1	54	100	3	8,424	8,424	18,327		
Winona	Rochester-Winona	CNW W. FRT.	10	1	98	100	2	10,192	10,192	10,046		
Winona	Chatfield-Winona		17	1	98	100	1	5,096	5,096	5,023		
Winona	Plainview-Winona		10	1	105	105	2	10,920	10,920	10,513		
Winona	Chatfield-Plainview-Winona		17	1	132	132	1	6,864	6,864	6,516		
Butler	Adams	CNW W. FRT.	20	1	115	115	3	17,940	17,940	20,879		
Adams	Butler		20	1	115	115	3	17,940	17,940	20,879		
Total								434,196	1,117,162	\$505,831	\$478,838	\$ 984,669
Decrease (or Increase)								(63,397)	(209,881)	\$ (92,327)	\$ (89,959)	\$(182,286)

Proposal No. 7 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Butler	CNW 477	72	3	95	100	7	34,675	104,025	\$ 46,724		
Butler	Adams		77	3	115	115	7	41,975	125,925	53,236		
Adams	Altoona		77	3	110	110	7	40,150	120,450	51,065		
Altoona	Minneapolis		77	3	99	100	7	36,135	108,405	46,724		
Proviso	Butler	CNW 479	126	3	95	100	7	34,675	104,025	47,994		
Butler	Adams		137	3	115	115	7	41,975	125,925	54,696		
Adams	Altoona		100	3	110	110	7	40,150	120,450	51,555		
Altoona	Minneapolis		115	3	99	100	7	36,135	108,405	47,676		
Proviso	Butler	CNW 483	59	3	95	100	7	34,675	104,025	46,724		
Butler	Adams		94	3	115	115	7	41,975	125,925	53,748		
Adams	Altoona		82	3	110	110	7	40,150	120,450	51,555		
Altoona	Minneapolis		77	3	99	100	7	36,135	108,405	46,724		
Minneapolis	Altoona	CNW 488	94	3	99	100	7	36,135	108,405	47,169		
Altoona	Adams		98	3	110	110	7	40,150	120,450	51,555		
Adams	Butler		98	3	115	115	7	41,975	125,925	53,748		
Butler	Proviso		87	3	95	100	7	34,675	104,025	47,169		
Minneapolis	Altoona	CNW 490	109	3	99	100	7	36,135	108,405	47,676		
Altoona	Adams		127	3	110	110	7	40,150	120,450	52,462		
Adams	Butler		126	3	115	115	7	41,975	125,925	54,696		
Butler	Proviso		102	3	95	100	7	34,675	104,025	47,169		
Minneapolis	Altoona	CNW 474	124	4	99	100	7	36,135	144,540	48,395		
Altoona	Adams		149	3	110	110	7	40,150	120,450	52,603		
Adams	Butler		145	3	115	115	7	41,975	125,925	54,696		
Butler	Chicago 40th St.		137	3	95	100	7	34,675	104,025	47,994		
Chicago Transfer	Council Bluffs	CGW 91		See	Proposal No. 1							
Chicago Transfer	Oelwein	CGW 143		See	Proposal No. 5							
Kansas City	St. Paul	CGW 42-92		See	Proposal No. 16							
St. Paul	Kansas City	CGW 41-43		See	Proposal No. 16							
Council Bluffs	Chicago Transfer	CGW 192		See	Proposal No. 1							
Oelwein	Chicago Transfer	CGW 90		See	Proposal No. 5							
Bensenville	Milwaukee	MILW 65	117	3	81	100	7	29,565	88,695	47,676		
Milwaukee	Portage		103	4	93	100	6	29,109	116,436	41,066		
Portage	La Crosse		118	4	103	103	6	32,239	128,956	42,661		
La Crosse	St. Paul		121	4	128	128	6	40,064	160,256	42,504		

Proposal No. 7 – PRESENT – (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Bensenville	Milwaukee	MILW 261	74	5	81	100	7	29,565	147,825	\$ 48,162		
Milwaukee	Portage		81	5	93	100	7	33,945	169,725	48,607		
Portage	La Crosse		81	5	103	103	7	37,595	187,975	49,966		
La Crosse	St. Paul		81	5	128	128	7	46,720	233,600	49,402		
Bensenville	Milwaukee	MILW 263	109	4	81	100	7	29,565	118,260	48,395		
Milwaukee	Portage		91	4	93	100	7	33,945	135,780	47,888		
Portage	La Crosse		91	4	103	103	7	37,595	150,380	49,225		
La Crosse	St. Paul		107	4	128	128	7	46,720	186,880	49,566		
St. Paul	La Crosse	MILW 72	93	4	128	128	6	40,064	160,256	41,944		
La Crosse	Portage		93	4	103	103	6	32,239	128,956	42,213		
Portage	Milwaukee		118	4	93	100	6	29,109	116,436	41,501		
Milwaukee	Bensenville		116	3	81	100	7	29,565	88,695	47,676		
St. Paul	La Crosse	MILW 262	120	5	128	128	7	46,720	233,600	50,052		
La Crosse	Portage		120	5	103	103	7	37,595	187,975	50,488		
Portage	Milwaukee		120	5	93	100	7	33,945	169,725	49,114		
Milwaukee	Bensenville		117	5	81	100	7	29,565	147,825	49,114		
St. Paul	La Crosse	MILW 266	124	4	128	128	7	46,720	186,880	49,566		
La Crosse	Portage		124	4	103	103	7	37,595	150,380	49,748		
Portage	Milwaukee		127	4	93	100	7	33,945	135,780	48,713		
Milwaukee	Bensenville	MILW 82	116	3	81	100	6	25,353	76,059	40,884		
La Crosse	St. Paul	MILW 91	53	2	128	128	7	46,720	93,440	44,898		
St. Paul	La Crosse	MILW 66	61	2	128	128	7	46,720	93,440	44,898		
Milwaukee	Portage	MILW 69	133	3	93	100	7	33,945	101,835	47,994		
Portage	La Crosse		130	3	103	103	7	37,595	112,785	46,699		
La Crosse	Portage	MILW 272	117	3	103	103	7	37,595	112,785	46,398		
Portage	Milwaukee		94	3	93	100	7	33,945	101,835	47,169		
Total								2,003,172	7,012,420	\$2,607,940	\$3,005,664	\$5,613,604

Proposal No. 7 – PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Portage	CSP-1	91	4	173	173	7	63,145	252,580	\$ 80,430		
Portage	La Crosse		91	4	103	103	7	37,595	150,380	49,225		
La Crosse	St. Paul		91	4	128	128	7	46,720	186,880	48,913		
Proviso	Portage	CSP-3	130	4	173	173	7	63,145	252,580	81,857		
Portage	La Crosse		130	4	103	103	7	37,595	150,380	50,075		
La Crosse	St. Paul		130	4	128	128	7	46,720	186,880	49,973		

Proposal No. 7 — PROPOSED — (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Portage La Crosse	Portage La Crosse St. Paul	CSP-7	81	3	173	173	7	63,145	189,435	\$ 79,186		
			81	3	103	103	7	37,595	112,785	48,485		
			81	3	128	128	7	46,720	140,160	48,426		
St. Paul La Crosse Portage	La Crosse Portage Proviso	SPC-2	131	3	128	128	7	46,720	140,160	49,481		
			131	3	103	103	7	37,595	112,785	49,334		
			131	3	173	173	7	63,145	189,435	80,613		
St. Paul La Crosse Portage	La Crosse Portage Chicago 40th St.	SPC-6	133	3	128	128	7	46,720	140,160	49,481		
			133	3	103	103	7	37,595	112,785	49,334		
			137	3	172	172	7	62,780	188,340	80,166		
St. Paul La Crosse Portage	La Crosse Portage Proviso	SPC-8	130	4	128	128	7	46,720	186,880	49,973		
			130	4	103	103	7	37,595	150,380	50,075		
			130	4	173	173	7	63,145	252,580	81,857		
Proviso Portage La Crosse	Portage via Madison La Crosse St. Paul	CSP-5	118	3	177	177	7	64,605	193,815	81,838		
			124	3	103	103	7	37,595	112,785	49,007		
			143	3	128	128	7	46,720	140,160	49,481		
St. Paul La Crosse Portage	La Crosse Portage Chicago 40th St. via Madison	SPC-4	105	4	128	128	7	46,720	186,880	48,913		
			105	4	103	103	7	37,595	150,380	49,225		
			144	4	182	182	7	66,430	265,720	85,943		
St. Paul La Crosse Portage	La Crosse Portage Milwaukee	SPM-2	91	3	128	128	7	46,720	140,160	48,426		
			91	3	103	103	7	37,595	112,785	48,485		
			114	3	93	100	7	33,945	101,835	47,676		
Milwaukee Portage La Crosse	Portage La Crosse St. Paul	MSP-1	104	3	93	100	7	33,945	101,835	47,169		
			104	3	103	103	7	37,595	112,785	48,485		
			118	3	128	128	7	46,720	140,160	49,075		
Milwaukee Portage	Portage La Crosse	ML-1	90	3	93	100	6	29,109	87,327	40,449		
			73	3	103	103	6	32,239	96,717	41,184		
La Crosse Portage	Portage Milwaukee	LM-2	86	3	103	103	6	32,239	96,717	41,577		
			121	3	93	100	6	29,109	87,327	40,884		
La Crosse	St. Paul	LSP-1	53	2	128	128	7	46,720	93,440	44,898		
St. Paul	La Crosse	SPL-2	100	2	128	128	7	46,720	93,440	45,425		
St. Paul	Altoona	SPA-2	19	2	92	100	7	33,580	67,160	45,990		
Altoona	St. Paul	ASP-1	82	2	92	100	7	33,580	67,160	46,435		
Total								1,703,876	5,544,153	\$2,077,449	\$2,376,335	\$4,453,784
Decrease (or Increase)								299,296	1,468,267	\$ 530,491	\$ 629,329	\$1,159,820

Proposal No. 8 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Madison	CNW 591	90	2	140	140	7	51,100	102,200	\$ 63,685		
Madison	Proviso	CNW 594	61	2	140	140	7	51,100	102,200	63,063		
Proviso	Janesville	CNW 597	65	2	88	100	7	32,120	64,240	45,990		
Janesville	Proviso	CNW 576	90	2	88	100	7	32,120	64,240	46,435		
Bensenville	Madison	MILW 163	72	4	134	134	6	41,942	167,768	53,551		
Madison	Bensenville	MILW 166	66	4	134	134	6	41,942	167,768	53,551		
Total								250,324	668,416	\$326,275	\$286,497	\$612,772

Proposal No. 8 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Madison	CMA-1	108	2	141	141	7	51,465	102,930	\$ 64,832		
Madison	Proviso	MAC-2	96	2	141	141	7	51,465	102,930	64,116		
Proviso	Janesville	CJA-1	94	2	88	100	7	32,120	64,240	46,435		
Janesville	Chicago 40th St.	JAC-2	109	2	88	100	7	32,120	64,240	46,943		
Total								167,170	334,340	\$222,326	\$143,305	\$365,631
Decrease (or Increase)								83,154	334,076	\$103,949	\$143,192	\$247,141

Proposal No. 9 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Chicago 40th St.	Butler	CNW 283	86	2	95	100	6	29,735	59,470	\$ 39,820		
Proviso	Butler	CNW 285	116	2	95	100	6	29,735	59,470	40,255		
Proviso	Butler	CNW 289	94	2	95	100	7	34,675	69,350	46,435		
Butler	Chicago 40th St.	CNW 182	114	2	95	100	6	29,735	59,470	40,255		
Butler	Proviso	CNW 280	131	2	95	100	7	34,675	69,350	47,260		
Butler	Chicago 40th St.	CNW 284	76	2	95	100	6	29,735	59,470	39,438		
Milwaukee	Bensenville	MILW 70	119	4	81	100	7	29,565	118,260	48,395		
Milwaukee	Bensenville	MILW 86	123	3	81	100	7	29,565	88,695	47,676		
Milwaukee	Bensenville	MILW Ex. East	126	3	81	100	4	16,929	50,787	27,481		
Bensenville	Milwaukee	MILW 63	139	3	81	100	7	29,565	88,695	47,994		
Bensenville	Milwaukee	MILW 75	137	3	81	100	5	21,141	63,423	34,319		
Bensenville	Milwaukee	MILW Ex. West	152	3	81	100	4	16,929	50,787	27,555		
Total								331,984	837,227	\$486,883	\$358,852	\$845,735

Proposal No. 9 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Butler	CM-1	112	2	96	100	6	30,048	60,096	\$ 40,255		
Butler	Proviso	MC-4	128	2	96	100	6	30,048	60,096	40,527		
Proviso	Milwaukee	CM-3	137	2	85	100	6	26,605	53,210	40,527		
Milwaukee	Proviso	MC-6	155	2	85	100	6	26,605	53,210	40,637		
Proviso	Milwaukee	CM-5	146	3	85	100	6	26,605	79,815	41,266		
Proviso	Milwaukee	CM-7	112	2	85	100	6	26,605	53,210	40,255		
Milwaukee	Proviso	MC-8	136	3	85	100	6	26,605	79,815	41,156		
Milwaukee	Chicago 40th St.	MC-2	153	2	83	100	6	25,979	51,958	40,637		
Total								219,100	491,410	\$325,260	\$210,628	\$535,888
Decrease (or Increase)								112,884	345,817	\$161,623	\$148,224	\$309,847

Proposal No. 10 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Fond du Lac	Fond du Lac Green Bay	CNW 295	151 117	3 3	147 64	147 100	7 7	53,655 23,360	160,965 70,080	\$ 69,183 47,676		
Green Bay Fond du Lac	Fond du Lac Proviso	CNW 296	66 134	2 2	64 147	100 147	7 7	23,360 53,655	46,720 107,310	45,990 67,916		
Proviso Butler	Butler Green Bay	CNW 187	120 91	3 3	95 117	100 117	7 7	34,675 42,705	104,025 128,115	47,676 54,625		
Green Bay Butler	Butler Proviso	CNW 180	136 142	4 4	117 95	117 100	6 6	36,621 29,735	146,484 118,940	48,392 41,773		
Green Bay	Fond du Lac	CNW 290	62	2	64	100	7	23,360	46,720	45,990		
Fond du Lac	Butler	CNW 282	61	3	76	100	7	27,740	83,220	46,724		
Butler Fond du Lac	Fond du Lac Green Bay	CNW 297	127 121	3 2	76 64	100 100	7 7	27,740 23,360	83,220 46,720	47,994 46,943		
Butler	Green Bay	CNW 173	44	2	117	117	5	30,537	61,074	38,075		
Green Bay	Butler	CNW 182	106	2	117	117	6	36,621	73,242	46,616		
Green Bay	Antoine	CNW 37	55	2	121	121	6	37,873	75,746	47,124		
Antoine	Green Bay	CNW 36	52	2	121	121	6	37,873	75,746	47,124		
Milwaukee Green Bay	Green Bay Crivitz	MILW 69	114 83	4 4	111 51	111 51	6 6	34,743 15,963	138,972 63,852	45,754 19,824		
Crivitz	Channing	MILW 369	51	3	67	67	6	20,971	62,913	25,425		
Crivitz	Marinette	MILW 469	28	1	20	20	6	6,260	6,260	7,248		
Channing	Crivitz	MILW 382	63	3	67	67	6	20,971	62,913	24,530		
Marinette	Crivitz	MILW 482	22	1	20	20	6	6,260	6,260	7,248		
Crivitz Green Bay	Green Bay Milwaukee	MILW 82	85 127	4 4	51 111	51 111	6 6	15,963 34,743	63,852 138,972	19,772 46,056		
Stiles Jct.	Oconto to Stiles Jct.	MILW Extra	2	1	18	18	2	1,872	1,872	2,168		
Hilbert	Appleton	MILW 281	12	1	20	50	6	6,260	6,260	19,398		
Appleton	Hilbert	MILW 282	20	1	20	50	6	6,260	6,260	19,398		
Hilbert	Appleton	MILW 269	13	1	20	50	6	6,260	6,260	19,398		
Appleton	Hilbert	MILW 274	4	1	20	50	6	6,260	6,260	19,398		
Total								725,656	1,999,233	\$1,065,438	\$856,911	\$1,922,349

Proposal No. 10 – PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Green Bay	Proviso via Fond du Lac	GC-1	154	3	215	215	7	78,475	235,425	\$ 99,655		
Proviso	Green Bay via Fond du Lac	CG-2	125	3	215	215	7	78,475	235,425	98,697		
Green Bay	Proviso via Manitowoc	GC-3	155	3	203	203	6	63,539	190,617	80,846		
Proviso	Green Bay via Manitowoc	CG-4	137	3	205	205	6	64,165	192,495	81,389		
Green Bay	Channing via Powers	GBCH-2	129	3	145	145	6	45,385	136,155	58,399		
Channing	Green Bay via Powers	CHGB-1	127	3	145	145	6	45,385	136,155	58,399		
Green Bay	Iron Mountain	GIM-1	7	1	94	100	3	14,664	14,664	18,327		
Iron Mountain	Green Bay	IMG-2	7	1	94	100	3	14,664	14,664	18,327		
Green Bay	Fond du Lac	290	62	2	64	100	7	23,360	46,720	45,990		
Fond du Lac	Green Bay	297	97	2	64	100	7	23,360	46,720	46,435		
Total								451,472	1,249,040	\$606,464	\$535,364	\$1,141,828
Decrease (or	Increase)							274,184	750,193	\$458,974	\$321,547	\$ 780,521

Proposal No. 11 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
(a) Proviso	Green Bay	CNW 295		See	Propo	sal	No. 10					
Green Bay	Proviso	CNW 296		See	Propo	sal	No. 10					
Proviso	Green Bay	CNW 187		See	Propo	sal	No. 10					
Green Bay	Proviso	CNW 180		See	Propo	sal	No. 10					
Proviso	Madison	CNW 381-383		See	Propo	sal	No. 14					
Madison	Proviso	CNW 380-386		See	Propo	sal	No. 14					
Ladd	Janesville	MILW 366	55	2	100	100	6	31,300	62,600	\$ 37,366		
Janesville	Ladd	MILW 367	62	2	100	100	6	31,300	62,600	37,366		
Rockford	Steward Jct.	MILW Switch Run	60	1	36	50	6	11,268	11,268	15,118		
Steward Jct.	Rockford		60	1	35	50	6	10,955	10,955	15,118		
(b) Proviso	Madison	CNW 591		See	Propo	sal	No. 8					
Madison	Proviso	CNW 594		See	Propo	sal	No. 8					
(c) Butler	Green Bay	CNW 297		See	Propo	sal	No. 10					
Fond du Lac	Butler	CNW 282		See	Propo	sal	No. 10					
Total								84,823	147,423	\$104,968	\$63,189	\$168,157

Proposal No. 11 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
(a) Green Bay	Beloit	GSL-1	169	4	205	205	7	74,825	299,300	\$ 97,164		
Beloit	South Pekin		169	4	166	166	7	60,590	242,360	64,636		
South Pekin	Madison		141	4	136	136	7	49,640	198,560	52,927		
Madison	South Pekin	SLG-2	76	4	136	136	7	49,640	198,560	51,200		
South Pekin	Beloit		151	4	166	166	7	60,590	242,360	64,215		
Beloit	Green Bay		102	4	205	205	7	74,825	299,300	94,694		
Janesville	Ladd	MILW 367	79	2	100	100	6	31,300	62,600	37,366		
Ladd	Janesville	MILW 366	55	2	100	100	6	31,300	62,600	37,366		
Proviso	Kansas City	CKC-1		See	Proposal No. 13							
St. Paul	Madison	SPSL-2		See	Proposal No. 17							
(b) Fond du Lac	Beloit	FB-1	105	2	102	102	7	37,230	74,460	47,297		
Beloit	Fond du Lac	BF-2	50	2	102	102	7	37,230	74,460	46,844		
(c) Fond du Lac	Milwaukee	FM-1	56	2	74	74	7	27,010	54,020	33,239		
Milwaukee	Fond du Lac	MF-2	43	2	74	74	7	27,010	54,020	33,239		
Total								561,190	1,862,600	\$ 660,187	\$ 798,347	\$ 1,458,534
Decrease (or	Increase)							(476,367)	(1,715,177)	\$(555,219)	\$(735,158)	\$(1,290,377)

Proposal No. 12 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Minneapolis	CNW 477		See	Proposal	No. 7						
Altoona	Spooner	CNW 171	68	4	86	100	7	31,390	125,560	\$ 47,443		
Spooner	Itasca		92	4	66	100	7	24,090	96,360	47,888		
Itasca	Spooner	CNW 172	98	4	66	100	7	24,090	96,360	47,888		
Spooner	Altoona		104	4	86	100	7	31,390	125,560	47,888		
Minneapolis	Proviso	CNW 490		See	Proposal	No. 7						
Minneapolis	Spooner	CNW 73	97	4	108	108	7	39,420	157,680	51,454		
Spooner	Itasca		92	4	66	100	7	24,090	96,360	47,888		
Itasca	Spooner	CNW 74	114	4	66	100	7	24,090	96,360	48,395		
Spooner	Minneapolis		115	4	108	108	7	39,420	157,680	52,002		
Duluth	St. Paul	MILW 625	89	4	157	157	6	49,141	196,564	50,923		
St. Paul	Duluth	MILW 626	73	4	152	152	6	47,576	190,304	48,798		
Total								334,697	1,338,788	\$ 490,567	\$573,831	\$1,064,398

Proposal No. 12 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Portage	CD-1	127	3	178	178	7	64,970	194,910	\$ 82,847		
Portage	Altoona		141	3	139	139	7	50,735	152,205	65,420		
Altoona	Itasca		103	4	151	151	7	55,115	220,460	70,622		
Itasca	Altoona	DC-2	137	4	151	151	7	55,115	220,460	71,868		
Altoona	Portage		137	3	139	139	7	50,735	152,205	65,420		
Portage	Proviso		137	3	178	178	7	64,970	194,910	82,847		
Minneapolis	Itasca	MSD-1	128	4	181	181	7	66,065	264,260	85,489		
Itasca	Minneapolis	DMS-2	154	4	181	181	7	66,065	264,260	85,720		
St. Paul	Spooner	SPSP-1	62	2	102	102	7	37,230	74,460	46,844		
Spooner	St. Paul	SPSP-2	49	2	102	102	7	37,230	74,460	46,844		
Altoona	Camp Douglas	Meat Extra	15	1	91	91	6	28,483	28,483	32,383		
Camp Douglas	Altoona	CNW W. Frt.	15	1	91	91	6	28,483	28,483	32,383		
Total								605,196	1,869,556	\$ 768,687	\$ 801,330	\$1,570,017
Decrease (or	Increase)							(270,499)	(530,768)	\$ (278,120)	\$(227,499)	\$ (505,619)

Proposal No. 13 – PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Chicago Transfer	Council Bluffs	CGW 91		See	Proposal	No. 1						
Chicago Transfer	Oelwein	CGW 143		See	Proposal	No. 5						
St. Paul	Kansas City	CGW 41-43		See	Proposal	No. 16						
Kansas City	St. Paul	CGW 42-92		See	Proposal	No. 16						
Council Bluffs	Chicago Transfer	CGW 192		See	Proposal	No. 1						
Oelwein	Chicago Transfer	CGW 90		See	Proposal	No. 5						
Milwaukee	Savanna	MILW 65	84	4	157	157	7	57,305	229,220	\$ 73,297		
Savanna	Ottumwa		83	5	164	164	7	59,860	299,300	62,537		
Ottumwa	Laredo		83	5	103	103	7	37,595	187,975	40,281		
Laredo	Kansas City		83	5	95	100	7	34,675	173,375	39,186		
Milwaukee	Savanna	MILW 75	80	3	157	157	6	49,141	147,423	61,287		
Savanna	Ottumwa		95	4	164	164	7	59,860	239,440	61,911		
Ottumwa	Laredo		95	4	103	103	7	37,595	150,380	39,886		
Laredo	Kansas City		95	4	95	100	7	34,675	138,700	38,803		
Kansas City	Laredo	MILW 86	102	5	95	100	7	34,675	173,375	39,186		
Laredo	Ottumwa		102	5	103	103	7	37,595	187,975	40,281		
Ottumwa	Savanna		113	5	164	164	7	59,860	299,300	63,369		
Savanna	Milwaukee		113	3	157	157	6	49,141	147,423	59,268		
Kansas City	Laredo	MILW 64	66	4	95	100	7	34,675	138,700	38,362		
Laredo	Ottumwa		66	4	103	103	7	37,595	150,380	39,432		
Ottumwa	Savanna		66	4	164	164	7	59,860	239,440	61,185		
Savanna	Milwaukee	MILW 68	95	4	157	157	7	57,305	229,220	73,297		
Bensenville	Savanna	MILW 63-71-75		See	Proposal	No. 1						
Savanna	Bensenville	MILW 62-64-68		See	Proposal	No. 1						
Savanna	Ottumwa	MILW 2nd 75	129	4	164	164	7	59,860	239,440	59,927		
Ottumwa	Laredo		79	4	103	103	7	37,595	150,380	39,432		
Laredo	Kansas City		80	4	95	100	7	34,675	138,700	36,343		
Kansas City	Laredo	MILW 70	108	4	95	100	7	34,675	138,700	37,226		
Laredo	Ottumwa		106	4	103	103	7	37,595	150,380	40,412		
Ottumwa	Savanna		157	4	164	164	7	59,860	239,440	60,121		
Total								1,005,672	4,188,666	\$ 1,105,029	\$1,795,346	\$2,900,375

Proposal No. 13 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Ottumwa	Clinton Ottumwa Kansas City	CKC-1	100	3	125	125	7	45,625	136,875	\$ 47,355		
			110	4	144	144	7	52,560	210,240	55,882		
			119	4	198	198	7	72,270	289,080	75,195		
Kansas City Ottumwa Clinton	Ottumwa Clinton Proviso	KCC-2	120	4	198	198	7	72,270	289,080	75,195		
			84	4	144	144	7	52,560	210,240	54,690		
			65	3	125	128	7	45,625	136,875	47,857		
Milwaukee Savanna Ottumwa	Savanna Ottumwa Kansas City	MKC-1	93	3	157	157	7	57,305	171,915	72,168		
			90	4	164	164	7	59,860	239,440	61,911		
			76	4	198	198	7	72,270	289,080	69,505		
Kansas City Ottumwa Savanna	Ottumwa Savanna Milwaukee	KCM-2	131	4	198	198	7	72,270	289,080	75,824		
			124	4	164	164	7	59,860	239,440	62,746		
			130	4	157	157	7	57,305	229,220	74,592		
Milwaukee Savanna	Savanna Clinton	MCL-1	158	4	157	157	7	57,305	229,220	70,807		
			145	4	20	20	7	7,300	29,200	7,386		
Clinton Savanna	Savanna Milwaukee	CLM-2	46	3	20	20	7	7,300	21,900	7,221		
			122	3	157	157	7	57,305	171,915	72,964		
Savanna	Ottumwa	SAOT-1	53	2	164	164	7	59,860	119,720	56,821		
Ottumwa	Savanna	OTSA-2	101	2	164	164	7	59,860	119,720	57,497		
Total								968,710	3,422,240	\$1,045,616	\$1,466,840	\$2,512,456
Decrease (or Increase)								36,962	766,426	\$ 59,413	\$ 328,506	\$ 387,919

Proposal No. 14 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Nelson	CNW 381	165	4	92	100	7	33,580	134,320	\$ 39,756		
Nelson	South Pekin		165	4	94	100	7	34,310	137,240	39,756		
South Pekin	Benld		171	4	99	100	7	36,135	144,540	40,011		
Benld	Madison		165	4	37	50	7	13,505	54,020	19,878		
Proviso	Nelson	CNW 383	111	3	92	100	7	33,580	100,740	38,931		
Nelson	South Pekin		111	3	94	100	7	34,310	102,930	38,931		
South Pekin	Benld		150	3	99	100	7	36,135	108,405	39,376		
Benld	Madison		150	3	37	50	7	13,505	40,515	19,688		
Madison	Benld	CNW 380	137	4	37	50	7	13,505	54,020	19,878		
Benld	South Pekin		140	4	99	100	7	36,135	144,540	39,632		
South Pekin	Nelson		146	4	94	100	7	34,310	137,240	39,756		
Nelson	Proviso		151	4	92	100	7	33,580	134,320	39,756		
Madison	Benld	CNW 386	127	3	37	50	7	13,505	40,515	19,688		
Benld	South Pekin		126	3	99	100	7	36,135	108,405	39,248		
South Pekin	Nelson		139	3	94	100	7	34,310	102,930	39,248		
Nelson	Proviso		158	3	92	100	7	33,580	100,740	39,376		
Total								470,120	1,645,420	\$ 552,909	\$705,260	\$1,258,169

Proposal No. 14 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	South Pekin	CSL-1	95	3	183	183	7	66,795	200,385	\$ 68,074		
South Pekin	Madison		117	3	136	136	7	49,640	148,920	51,974		
Madison	South Pekin	SLC-2	124	3	136	136	7	49,640	148,920	51,974		
South Pekin	Proviso		151	3	183	183	7	66,795	200,385	69,816		
Proviso	Kansas City	CKC-1		See	Proposal No. 13							
St. Paul	Madison	SPSL-2		See	Proposal No. 17							
Proviso	Green Bay	SLG-2		See	Proposal No. 11							
Sioux City	Proviso	SCC-2		See	Proposal No. 2							
Total								232,870	698,610	\$ 241,838	\$299,438	\$541,276
Decrease (or Increase)								237,250	946,810	\$ 311,071	\$405,822	\$716,893

Proposal No. 15 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
E. Minneapolis	St. James	CNW 17	140	4	116	116	7	42,340	169,360	\$ 45,541		
St. James	Sioux City		139	4	146	146	7	53,290	213,160	56,620		
Sioux City	Omaha		102	4	102	102	7	37,230	148,920	39,525		
Omaha	Sioux City	CNW 20	97	4	102	102	7	37,230	148,920	39,525		
Sioux City	St. James		98	4	146	146	7	53,290	213,160	55,412		
St. James	E. Minneapolis		131	4	116	116	7	42,340	169,360	45,541		
Sioux City	Mo. Valley	CNW 45	84	2	76	76	7	27,740	55,480	26,736		
Mo. Valley	Sioux City	CNW 46	84	2	76	76	7	27,740	55,480	26,736		
Proviso	Council Bluffs	CNW 253		See	Proposal No. 1							
Council Bluffs	Proviso	CNW 256		See	Proposal No. 1							
St. Paul	Kansas City	CGW 41-43		See	Proposal No. 16							
Kansas City	St. Paul	CGW 42-92		See	Proposal No. 16							
Chicago Transfer	Council Bluffs	CGW 91		See	Proposal No. 1							
Council Bluffs	Chicago Transfer	CGW 192		See	Proposal No. 1							
Savanna	St. Paul	MILW 67		See	Proposal No. 16							
St. Paul	Savanna	MILW 76		See	Proposal No. 16							
Savanna	Council Bluffs	MILW 63-73		See	Proposal No. 1							
Council Bluffs	Savanna	MILW 62-64-68		See	Proposal No. 1							
Total								321,200	1,173,840	\$335,636	\$503,131	\$838,767

Proposal No. 15 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Minneapolis	St. James	MO-2	95	3	110	110	7	40,150	120,450	\$ 41,996		
St. James	Sioux City		91	3	146	146	7	53,290	159,870	54,856		
Sioux City	Omaha		123	3	102	102	7	37,230	111,690	39,656		
Omaha	Sioux City	OM-2	87	3	102	102	7	37,230	111,690	39,138		
Sioux City	St. James		69	3	146	146	7	53,290	159,870	54,207		
St. James	Minneapolis		101	3	110	110	7	40,150	120,450	41,996		
Minneapolis	St. James	MCB-2	68	2	110	110	7	40,150	80,300	41,077		
St. James	Sioux City		62	2	146	146	7	53,290	106,580	53,636		
Sioux City	Council Bluffs		63	2	97	100	7	35,405	70,810	37,588		
Council Bluffs	Sioux City	CBMS-2	113	2	97	100	7	35,405	70,810	38,537		
Sioux City	St. James		65	2	146	146	7	53,290	106,580	53,636		
St. James	Minneapolis		84	2	110	110	7	40,150	80,300	41,562		
Total								519,030	1,299,400	\$ 537,885	\$ 556,950	\$1,094,835
Decrease (or	Increase)							(197,830)	(125,560)	\$(202,249)	\$ (53,819)	\$ (256,068)

Proposal No. 16 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Minneapolis	Albert Lea	CNW 20	101	4	105	105	7	38,325	153,300	\$ 40,608		
Albert Lea	Marshalltown		104	4	125	125	7	45,625	182,500	47,829		
Marshalltown	Oskaloosa		84	3	58	58	7	21,170	63,510	22,070		
Oskaloosa	Monmouth		85	3	124	124	7	45,260	135,780	46,997		
Monmouth	Peoria		86	3	64	64	7	23,360	70,080	24,213		
Proviso	Des Moines	CNW 123		See	Proposal No. 1							
Des Moines	Proviso	CNW 124		See	Proposal No. 1							
Peoria	Monmouth	CNW 19	53	3	64	64	7	23,360	70,080	24,213		
Monmouth	Oskaloosa		54	3	124	124	7	45,260	135,780	46,445		
Oskaloosa	Marshalltown		54	3	58	58	7	21,170	63,510	22,070		
Marshalltown	Albert Lea		107	5	125	125	7	45,625	228,125	48,942		
Albert Lea	Minneapolis		97	5	105	105	7	38,325	191,625	41,010		
Albia	Marshalltown	CNW 1	20	2	81	81	7	29,565	59,130	29,609		
Marshalltown	Albert Lea		38	2	125	125	7	45,625	91,250	46,310		
Albert Lea	Minneapolis		65	3	105	105	7	38,325	114,975	39,742		
Minneapolis	Albert Lea	CNW 2	81	3	105	105	7	38,325	114,975	40,210		
Albert Lea	Marshalltown		66	3	125	125	7	45,625	136,875	46,798		
Marshalltown	Albia		48	2	81	81	7	29,565	59,130	29,609		
Minneapolis	Albert Lea	CNW 94	55	2	105	105	7	38,325	76,650	39,332		
Albert Lea	Minneapolis	CNW 97	18	1	105	105	7	38,325	38,325	38,919		
St. Paul	Merriam	CNW W. FRT.	50	1	32	50	6	10,016	10,016	15,118		
Merriam	St. Paul		50	1	32	50	6	10,016	10,016	15,118		
St. Paul	Shakopee to St. Paul	CNW W. FRT.	23	1	51	100	6	15,963	15,963	30,236		
St. Paul	Oelwein	CGW 41	137	5	179	179	7	65,335	326,675	69,486		
Oelwein	Des Moines		109	5	132	132	7	48,180	240,900	51,532		
Des Moines	Kansas City		125	5	219	219	7	79,935	399,675	83,715		

Proposal No. 16 — PRESENT — (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul Oelwein Des Moines	Oelwein Des Moines Kansas City	CGW 43	139	5	179	179	6	56,027	280,135	\$ 59,587		
			76	3	132	132	6	41,316	123,948	42,249		
			66	3	219	219	4	45,771	137,313	45,786		
Kansas City Des Moines Oelwein	Des Moines Oelwein St. Paul	CGW 42	117	6	219	219	7	79,935	479,610	84,550		
			123	6	132	132	7	48,180	289,080	52,033		
			123	5	179	179	7	65,335	326,675	68,918		
Kansas City Des Moines Oelwein	Des Moines Oelwein St. Paul	CGW 92	90	3	219	219	2	22,776	68,328	23,060		
			36	2	132	132	6	41,316	82,632	41,806		
			106	5	179	179	6	56,027	280,135	59,100		
Savanna River Jct.	River Jct. St. Paul	MILW 67	113	4	169	169	7	61,685	246,740	61,184		
			121	4	128	130	7	46,720	186,880	50,298		
St. Paul River Jct.	River Jct. Savanna	MILW 76	119	4	128	128	7	46,720	186,880	49,566		
			144	4	169	169	7	61,685	246,740	61,678		
Des Moines	Madrid	MILW 71			See Proposal No. 1							
Madrid	Des Moines	MILW 72			See Proposal No. 1							
Savanna	Kansas City	MILW 65			See Proposal No. 13							
Kansas City	Savanna	MILW 86			See Proposal No. 13							
St. Paul	Austin	MILW 64	96	3	102	102	6	31,926	95,778	33,563		
Austin	St. Paul	MILW 63	76	3	102	102	6	31,926	95,778	33,173		
Total								1,617,950	6,115,497	\$1,706,682	\$2,621,224	\$4,327,906

Proposal No. 16 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul Oelwein Des Moines	Oelwein Des Moines Kansas City	SPKC-2	139 129 156	4 4 4	191 132 219	191 132 219	7 7 7	69,715 48,180 79,935	278,860 192,720 319,740	\$ 73,239 51,450 83,856		
St. Paul Oelwein Des Moines	Oelwein Des Moines Kansas City	SPKC-4	147 55 88	4 3 3	191 132 219	191 132 219	7 7 7	69,715 48,180 79,935	278,860 144,540 239,805	73,479 49,268 80,934		
Kansas City Des Moines Oelwein	Des Moines Oelwein St. Paul	KCSP-2	104 117 147	4 4 4	219 132 191	219 132 191	7 7 7	79,935 48,180 69,715	319,740 192,720 278,860	81,769 51,030 73,479		
Kansas City Des Moines Oelwein	Des Moines Oelwein St. Paul	KCSP-4	59 59 63	3 3 4	219 132 191	219 132 191	7 7 7	79,935 48,180 69,715	239,805 144,540 278,860	79,962 49,268 70,813		
St. Paul	Austin	SPAU-2	21	1	102	102	6	31,926	31,926	32,487		
Austin	St. Paul	AUSP-1	35	1	102	102	6	31,926	31,926	32,487		
St. Paul Merriam	Merriam St. Paul	W. FRT.	65 65	1 1	32 32	50 50	6 6	10,016 10,016	10,016 10,016	15,118 15,118		
St. Paul	Shakopee to St. Paul	W. FRT.	23	1	51	100	6	15,963	15,963	30,236		
Minneapolis	Albert Lea	CNW 94	53	2	104	104	7	37,960	75,920	38,983		
Albert Lea	Minneapolis	CNW 97	16	1	104	104	7	37,960	37,960	38,574		
Minneapolis Albert Lea Marshalltown Oskaloosa Monmouth	Albert Lea Marshalltown Oskaloosa Monmouth Peoria	MP-2	97 97 28 28 41	3 3 2 2 2	104 125 58 124 64	104 125 58 124 64	7 7 7 7 7	37,960 45,625 21,170 45,260 23,360	113,880 136,875 42,340 90,520 46,720	39,853 47,355 21,585 45,961 23,678		
Peoria Monmouth Oskaloosa Marshalltown Albert Lea	Monmouth Oskaloosa Marshalltown Albert Lea Minneapolis	PM-1	47 47 45 90 84	2 2 2 3 3	64 124 58 125 104	64 124 58 125 104	7 7 7 7 7	23,360 45,260 21,170 45,625 37,960	46,720 90,520 42,340 136,875 113,880	23,678 45,961 21,585 47,355 39,853		
Minneapolis Albert Lea Marshalltown	Albert Lea Marshalltown Albia	MA-2	59 42 27	2 2 2	104 125 81	104 125 81	7 7 7	37,960 45,625 29,565	75,920 91,250 59,130	38,983 46,310 29,609		
Albia Marshalltown Albert Lea	Marshalltown Albert Lea Minneapolis	AM-1	16 40 73	2 2 2	81 125 104	81 125 104	7 7 7	29,565 45,625 37,960	59,130 91,250 75,920	29,609 46,310 38,983		
Total								1,540,137	4,436,047	\$1,608,218	\$1,901,378	\$3,509,596
Decrease (or Increase)								77,813	1,679,450	\$ 98,464	\$ 719,846	\$ 818,310

Proposal No. 17 -- PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Peoria	Minneapolis	CNW 19			See	Proposal	No. 16					
Minneapolis	Peoria	CNW 20			See	Proposal	No. 16					
Proviso	Council Bluffs	CNW 253			See	Proposal	No. 1					
Council Bluffs	Clinton	CNW 254			See	Proposal	No. 1					
Clinton	Nelson	CNW 385	129	3	33	50	7	12,045	36,135	\$ 19,624		
Nelson	South Pekin		162	4	94	100	7	34,310	137,240	39,756		
South Pekin	Benld		155	3	99	100	2	10,296	30,888	11,220		
Benld	Madison		138	3	37	50	2	3,848	11,544	5,592		
Madison	Benld	CNW 384	94	3	37	50	2	3,848	11,544	5,592		
Benld	South Pekin		89	3	99	100	2	10,296	30,888	10,948		
South Pekin	Nelson		99	4	94	100	7	34,310	137,240	38,803		
Nelson	Clinton		95	3	33	50	7	12,045	36,135	19,624		
Proviso	Minneapolis	CNW 477-479-483			See	Proposal	No. 7					
Minneapolis	Proviso	CNW 488-490			See	Proposal	No. 7					
Minneapolis	Chicago 40th St.	CNW 474			See	Proposal	No. 7					
Des Moines	Proviso	CNW 124			See	Proposal	No. 1					
Proviso	Madison	CNW 381-383			See	Proposal	No. 14					
Madison	Proviso	CNW 380-386			See	Proposal	No. 14					
St. Paul	Savanna	MILW 76			See	Proposal	No. 16					
Savanna	St. Paul	MILW 67			See	Proposal	No. 16					
Savanna	Ottumwa	MILW 2nd 75			See	Proposal	No. 13					
Ottumwa	Savanna	MILW 70			See	Proposal	No. 13					
Total								120,998	431,614	\$151,159	\$184,998	\$336,157

Proposal No. 17 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	River Jct.	SPSL-2	118	4	128	128	7	46,720	186,880	\$ 49,566		
River Jct.	Clinton		173	4	180	180	7	65,700	262,800	69,859		
Clinton	South Pekin		193	4	127	127	7	46,355	185,420	50,406		
South Pekin	Madison		104	3	136	136	7	49,640	148,920	51,284		
Madison	South Pekin	SLSP-1	73	3	136	136	7	49,640	148,920	50,679		
South Pekin	Clinton		144	4	127	127	7	46,355	185,420	49,603		
Clinton	River Jct.		115	4	180	180	7	65,700	262,800	68,605		
River Jct.	St. Paul		112	4	128	128	7	46,720	186,880	49,566		
Total								416,830	1,568,040	\$ 439,568	\$ 672,093	\$1,111,661
Decrease (or	Increase)							(295,832)	(1,136,426)	\$ (288,409)	\$(487,095)	\$ (775,504)

Proposal No. 18 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Clarion●	Hayfield	CGW W. FRT.	30	2	101	101	6	21,109	42,218	\$ 20,588		
Hayfield●	Clarion		40	2	101	101	6	21,109	42,218	20,588		
Clarion*	Hayfield	CGW W. FRT.	30	2	101	101	3	5,252	10,504	5,122		
Hayfield*	Clarion		40	2	101	101	3	5,252	10,504	5,122		
Hayfield	Austin	1st CGW Switcher	3	1	18	50	6	5,634	5,634	15,118		
Austin	Hayfield		11	1	18	50	6	5,634	5,634	15,118		
Hayfield	Austin	2nd CGW Switcher	20	1	18	50	6	5,634	5,634	15,118		
Austin	Hayfield		13	1	18	50	6	5,634	5,634	15,118		
Total								75,258	127,980	\$111,892	\$54,855	\$166,747

●Operates 8 months per year.

*Operates 4 months per year.

Proposal No. 18 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	Kansas City	SPKC-2 SPKC-4			See	Propo	sal No. 16					
Kansas City	St. Paul	KCSP-2 KCSP-4			See	Propo	sal No. 16					
Clarion*	Austin	W. FRT.	40	2	84	100	6	17,556	35,112	\$20,398		
Austin*	Clarion		40	2	84	100	6	17,556	35,112	20,398		
Clarion†	Austin		40	2	84	100	3	4,368	8,736	5,075		
Austin†	Clarion		40	2	84	100	3	4,368	8,736	5,075		
Total								43,848	87,696	\$50,946	\$37,588	\$88,534
Decrease (or Increase)								31,410	40,284	\$60,946	\$17,267	\$78,213

*8 mos. operation.

†4 mos. operation.

Proposal No. 19 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Marshfield	Fond du Lac	CNW 60	31	1	137	137	6	42,881	42,881	\$ 49,402		
Wisconsin Rapids Wisconsin Rapids	Nekoosa-W. Rapids	MILW W. FRT.	20	1	16	100	3	2,496	2,496	18,327		
	Babcock-W. Rapids		20	1	36	100	3	5,616	5,616	18,327		
Total								50,993	50,993	\$ 86,056	\$21,857	\$107,913

Proposal No. 19 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Marshfield Wisconsin Rapids	Fond du Lac Nekoosa-W. Rapids	CNW 60	31	1	123	123	6	38,499	38,499	\$ 44,623		
			20	1	16	100	3	2,496	2,496	18,327		
Wisconsin Rapids	Babcock-W. Rapids	MILW W. FRT.	20	1	36	100	3	5,616	5,616	18,327		
Total								46,611	46,611	\$ 81,277	\$ 19,979	\$101,256
Decrease (or	Increase)							4,382	4,382	\$ 4,779	\$ 1,878	\$ 6,657

Proposal No. 20 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Doland Groton	Groton Doland	CNW W. FRT.	11 11	1 1	39 39	39 39	1 1	2,028 2,028	2,028 2,028	\$1,959 1,959		
Total								4,056	4,056	\$3,918	\$1,739	\$5,657

Proposal No. 20 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Doland Ferney	Ferney Doland	CNW W. FRT.	11 11	1 1	30 31	30 31	1 1	1,560 1,612	1,560 1,612	\$1,507 1,557		
Total								3,172	3,172	\$3,064	\$1,360	\$4,424
Decrease (or	Increase)							884	884	\$ 854	\$ 379	\$1,233

Proposal No. 21 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Wausau	Tigerton	CNW 74	13	1	91	100	6	28,483	28,483	\$36,771		
Tigerton	Wausau	CNW 73	32	1	91	100	6	28,483	28,483	36,771		
Total								56,966	56,966	\$73,542	\$24,417	\$97,959

Proposal No. 21 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Wausau	Tigerton	CNW 74	13	1	87	100	6	27,231	27,231	\$36,771		
Tigerton	Wausau	CNW 73	32	1	87	100	6	27,231	27,231	36,771		
Total								54,462	54,462	\$73,542	\$23,344	\$96,886
Decrease (or Increase)								2,504	2,504	\$ —	\$ 1,073	\$ 1,073

Proposal No. 22 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Davis Jct.	De Kalb	MILW 88	10	1	27	50	5	7,047	7,047	\$12,606		
De Kalb	Davis Jct.	MILW 87	10	1	27	50	5	7,047	7,047	12,606		
Total								14,094	14,094	\$25,212	\$6,041	\$31,253

Proposal No. 22 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
BLANK												
Decrease (or Increase)								14,094	14,094	\$25,212	\$6,041	\$31,253

Proposal No. 23 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Lakeland Jct.	Stillwater-Lakeland Jct.	CNW W. FRT.	15	1	12	12	6	3,756	3,756	\$ 3,628		
Hastings	Stillwater	MILW 301	10	1	26	26	5	6,786	6,786	6,555		
Stillwater	Hastings	MILW 302	10	1	26	26	5	6,786	6,786	6,555		
Total								17,328	17,328	\$16,738	\$7,427	\$24,165

Proposal No. 23 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Lakeland Jct.	Stillwater-Lakeland Jct.	CNW W. FRT.	20	1	12	12	6	3,756	3,756	\$3,628		
Lakeland Jct.	Afton-Lakeland Jct.		20	1	11	11	6	3,443	3,443	3,326		
Total								7,199	7,199	\$6,954	\$3,086	\$10,040
Decrease (or Increase)								10,129	10,129	\$9,784	\$4,341	\$14,125

Proposal No. 24 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Madison	Platteville	CNW 31	30	1	86	86	3	13,416	13,416	\$15,288		
Platteville	Madison	CNW 32	30	1	86	86	3	13,416	13,416	15,288		
Platteville Calamine	Calamine Platteville	MILW 92	35	1	17	17	2	1,768	1,768	1,937		
			35	1	17	17	2	1,768	1,768	1,937		
Total								30,368	30,368	\$34,450	\$13,016	\$47,466

Proposal No. 24 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Madison	Platteville	CNW 31	50	1	86	86	3	13,416	13,416	\$15,288		
Platteville	Madison	CNW 32	50	1	86	86	3	13,416	13,416	15,288		
Belmont	Calamine	MILW 92	35	1	10	10	2	1,040	1,040	1,204		
Calamine	Belmont		35	1	10	10	2	1,040	1,040	1,204		
Total								28,912	28,912	\$32,984	\$12,392	\$45,376
Decrease (or	Increase)							1,456	1,456	\$ 1,466	\$ 624	\$ 2,090

Proposal No. 25 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Watersmeet	Antoine	CNW 32	35	1	73	100	1	3,796	3,796	\$ 5,023		
Watersmeet	Antoine		35	1	86	100	1	4,472	4,472	5,023		
Antoine	Stambaugh	CNW 33	29	1	59	100	2	6,136	6,136	10,046		
Stambaugh	Watersmeet	CNW 35	22	1	36	100	2	3,744	3,744	10,046		
Channing	Iron River-Channing	MILW W. FRT.	10	1	70	100	1	3,640	3,640	5,023		
Total								21,788	21,788	\$35,161	\$9,339	\$44,500

Proposal No. 25 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Watersmeet	Antoine	CNW 32	35	1	73	100	1	3,796	3,796	\$ 5,023		
Watersmeet	Antoine		35	1	86	100	1	4,472	4,472	5,023		
Antoine	Stambaugh	CNW 33	34	1	59	100	2	6,136	6,136	10,046		
Stambaugh	Watersmeet	CNW 35	36	1	36	100	2	3,744	3,744	10,046		
Total								18,148	18,148	\$30,138	\$7,778	\$37,916
Decrease (or	Increase)							3,640	3,640	\$ 5,023	\$1,561	\$ 6,584

Proposal No. 26 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Savanna	De Witt	MILW W. FRT.	8	1	55	55	2	5,720	5,720	\$ 5,490		
De Witt	Savanna	MILW W. FRT.	8	1	55	55	2	5,720	5,720	5,490		
Total								11,440	11,440	\$10,980	\$4,904	\$15,884

Proposal No. 26 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Savanna	Welton	MILW W. FRT.	3	1	48	50	2	4,992	4,992	\$ 5,023		
Welton	Savanna	MILW W. FRT.	3	1	48	50	2	4,992	4,992	5,023		
Total								9,984	9,984	\$10,046	\$4,279	\$14,325
Decrease (or	Increase)							1,456	1,456	\$ 934	\$ 625	\$ 1,559

Proposal No. 27 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Eau Claire	Winona	MILW 550	40	1	99	99	6	30,987	30,987	\$35,114		
Winona	Eau Claire	MILW 561	40	1	99	99	6	30,987	30,987	35,114		
Total								61,974	61,974	\$70,228	\$26,563	\$96,791

Proposal No. 27 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Eau Claire	Durand	MILW 550	20	1	46	50	6	14,398	14,398	\$18,386		
Durand	Eau Claire	MILW 561	20	1	46	50	6	14,398	14,398	18,386		
Total								28,796	28,796	\$36,772	\$12,342	\$49,114
Decrease (or	Increase)							33,178	33,178	\$33,456	\$14,221	\$47,677

Proposal No. 28 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
West Chicago	Freeport	CNW 95	39	1	91	100	6	28,483	28,483	\$30,236		
Freeport	West Chicago	CNW 94	36	1	91	100	6	28,483	28,483	30,236		
Bensenville	Savanna	MILW 63			See	Proposal	No. 1					
Savanna	Bensenville	MILW 66			See	Proposal	No. 1					
Milwaukee	Bensenville	MILW 75			See	Proposal	No. 13					
Savanna	Milwaukee	MILW 68			See	Proposal	No. 13					
Rockford	Davis Jct.-Rockford	MILW Switch Run			See	Proposal	No. 11					
Total								56,966	56,966	\$60,472	\$24,417	\$84,889

Proposal No. 28 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
West Chicago	Freeport	CNW 95	43	1	91	100	6	28,483	28,483	\$30,236		
Freeport	West Chicago	CNW 94	43	1	91	100	6	28,483	28,483	30,236		
Total								56,966	56,966	\$60,472	\$24,417	\$84,889
Decrease (or	Increase)							—	—	\$ —	\$ —	\$ —

**North Western — Milwaukee
(Excluding Great Western)
Estimated Annual Savings From
Consolidation of Freight Train Service**

Proposal No. 1 — PRESENT

APPENDIX F

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 251	166	3	125	125	7	45,625	136,875	\$ 48,865		
			182	3	197	197	7	71,905	215,715	75,455		
			128	3	145	145	7	52,925	158,775	55,694		
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 253	121	2	125	125	7	45,625	91,250	47,497		
			152	3	197	197	7	71,905	215,715	74,951		
			131	3	145	145	7	52,925	158,775	55,694		
Proviso Clinton Boone	Clinton Boone Council Bluffs	CNW 255	186	3	125	125	7	45,625	136,875	49,180		
			193	3	197	197	7	71,905	215,715	75,951		
			187	3	145	145	7	52,925	158,775	56,616		
Council Bluffs Boone Clinton	Boone Clinton Proviso	CNW 256	108	3	145	145	7	52,925	158,775	55,234		
			93	3	197	197	7	71,905	215,715	73,075		
			97	3	125	128	7	45,625	136,875	48,426		
Council Bluffs Boone Clinton	Boone Clinton Proviso	CNW 258	104	3	145	145	7	52,925	158,775	54,499		
			112	3	197	197	7	71,905	215,715	74,074		
			115	3	125	128	7	45,625	136,875	49,075		
Proviso Clinton Boone	Clinton Boone Fremont	CNW 249	84	4	125	125	7	45,625	182,500	47,829		
			80	4	197	197	7	71,905	287,620	72,953		
			80	4	163	163	7	59,495	237,980	60,828		
Fremont Boone Clinton	Boone Clinton Proviso	CNW 252	168	4	163	163	7	59,495	237,980	63,516		
			183	4	197	197	7	71,905	287,620	76,202		
			185	4	125	128	7	45,625	182,500	50,458		
Proviso Clinton	Clinton Des Moines	CNW 123	157	3	125	125	7	45,625	136,875	48,545		
			106	3	217	217	7	79,205	237,615	81,320		
Des Moines Clinton	Clinton Proviso	CNW 124	131	3	217	217	7	79,205	237,615	82,009		
			139	3	125	128	7	45,625	136,875	49,481		
Council Bluffs Boone	Boone Clinton	CNW 254	152	3	145	145	7	52,925	158,775	55,880		
			173	3	197	197	7	71,905	215,715	75,455		
Eagle Grove	Ames	CNW 63	81	3	46	50	6	14,398	43,194	15,608		
Ames	Eagle Grove	CNW 64	81	3	46	50	6	14,398	43,194	15,608		
Boone Tama Tama	Tama Boone to Tama Boone	W. FRT.	25	1	70	100	1	3,640	3,640	5,023		
			44	1	140	140	4	29,260	29,260	27,691		
			46	1	70	100	1	3,640	3,640	5,023		

Proposal No. 1 — PRESENT — (Continued)

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Boone Council Bluffs Boone	Council Bluffs Boone Harlan to Boone	W. FRT.	39	1	145	145	2	15,080	15,080	\$ 14,246		
			67	1	145	145	2	15,080	15,080	14,246		
			50	1	186	186	1	9,672	9,672	9,036		
Bensenville Savanna Atkins Perry	Savanna Atkins Perry Council Bluffs	MILW 61	101	3	125	125	7	45,625	136,875	47,355		
			101	3	104	104	7	37,960	113,880	39,853		
			101	3	122	122	7	44,530	133,590	46,283		
			100	3	121	121	7	44,165	132,495	45,926		
Council Bluffs Perry Atkins Savanna	Perry Atkins Savanna Bensenville	MILW 62	80	3	121	121	7	44,165	132,495	45,387		
			81	3	122	122	7	44,530	133,590	46,283		
			76	3	104	104	7	37,960	113,880	39,389		
			73	3	123	123	7	44,895	134,685	46,093		
Bensenville Savanna Atkins Perry	Savanna Atkins Perry Council Bluffs	MILW 63	105	4	125	125	7	45,625	182,500	47,829		
			100	3	104	104	7	37,960	113,880	39,853		
			119	3	122	122	7	44,530	133,590	46,902		
			103	3	121	121	7	44,165	132,495	45,926		
Council Bluffs Perry Atkins Savanna	Perry Atkins Savanna Bensenville	MILW 64	97	3	121	121	7	44,165	132,495	45,926		
			97	3	122	122	7	44,530	133,590	46,283		
			97	3	104	104	7	37,960	113,880	39,853		
			110	3	123	123	7	44,895	134,685	47,264		
Bensenville	Savanna	MILW 71	106	4	125	125	4	26,125	104,500	26,287		
Bensenville	Savanna	MILW 75	120	3	125	125	7	45,625	136,875	47,988		
Bensenville	Savanna	MILW 91	40	2	125	125	6	39,125	78,250	37,649		
Savanna	Bensenville	MILW 62	61	3	123	123	4	25,707	77,121	26,392		
Savanna	Bensenville	MILW 66	100	4	123	123	6	38,499	153,996	38,275		
Savanna	Bensenville	MILW 68	65	3	123	123	7	44,895	134,685	46,093		
Savanna Atkins Perry	Atkins Perry Council Bluffs	MILW 73	116	3	104	104	7	37,960	113,880	40,380		
			96	3	122	122	7	44,530	133,590	43,858		
			79	3	121	121	7	44,165	132,495	43,021		
Council Bluffs Perry Atkins	Perry Atkins Savanna	MILW 68	105	3	121	121	7	44,165	132,495	43,519		
			123	3	122	122	7	44,530	133,590	44,433		
			138	3	104	104	7	37,960	113,880	38,551		
Des Moines	Madrid	MILW 71	59	3	34	50	7	12,410	37,230	18,989		
Madrid	Des Moines	MILW 72	59	3	34	50	7	12,410	37,230	18,989		
Total								2,871,749	8,842,052	\$2,996,072	\$3,789,881	\$6,785,953

Proposal No. 1 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Perry	Clinton Perry Council Bluffs	CCB-1	139	4	125	125	7	45,625	182,500	\$ 48,865		
			150	4	209	209	7	76,285	305,140	80,150		
			150	4	131	131	7	47,815	191,260	51,244		
Council Bluffs Perry Clinton	Perry Clinton Proviso	CBC-2	127	4	131	131	7	47,815	191,260	51,081		
			135	4	209	209	7	76,285	305,140	79,886		
			130	4	125	128	7	45,625	182,500	49,973		
Proviso Clinton Perry	Clinton Perry Council Bluffs	CCB-3	96	4	125	125	7	45,625	182,500	47,829		
			97	4	209	209	7	76,285	305,140	78,158		
			118	4	131	131	7	47,815	191,260	50,664		
Council Bluffs Perry Clinton	Perry Clinton Proviso	CBC-4	129	4	131	131	7	47,815	191,260	51,081		
			129	4	209	209	7	76,285	305,140	79,886		
			132	4	125	128	7	45,625	182,500	49,973		
Proviso Clinton Perry	Clinton Perry Fremont	CFM-1	143	5	125	125	7	45,625	228,125	49,339		
			143	5	209	209	7	76,285	381,425	80,679		
			143	5	147	147	7	53,655	268,275	57,547		
Fremont Perry Clinton	Perry Clinton Proviso	FMC-2	141	4	147	147	7	53,655	214,620	56,989		
			150	4	209	209	7	76,285	305,140	80,150		
			155	4	125	128	7	45,625	182,500	50,132		
Proviso Clinton Perry	Clinton Perry Fremont	CFM-3	144	4	125	125	7	45,625	182,500	48,865		
			160	4	209	209	7	76,285	305,140	80,150		
			160	4	147	147	7	53,655	214,620	57,173		
Fremont Perry Clinton	Perry Clinton Proviso	FMC-4	111	5	147	147	7	53,655	268,275	57,081		
			177	5	209	209	7	76,285	381,425	81,477		
			101	5	125	128	7	45,625	228,125	49,102		
Proviso	Clinton	CKC-1		See	Proposal No. 13							
Clinton	Proviso	KCC-2		See	Proposal No. 13							
Clinton Boone	Boone Council Bluffs	CLCB-1	102	2	197	197	7	71,905	143,810	72,301		
			97	2	145	145	7	52,925	105,850	53,928		
Council Bluffs Boone	Boone Clinton	CBCL-2	80	2	145	145	7	52,925	105,850	53,287		
			104	2	197	197	7	71,905	143,810	72,301		
Proviso	So. Pekin	CSL-1		See	Proposal No. 14							
So. Pekin	Proviso	SLC-2		See	Proposal No. 14							
Proviso	Sioux City	CSC-1		See	Proposal No. 2							
Sioux City	Proviso	SCC-2		See	Proposal No. 2							

Proposal No. 1 — PROPOSED — (Continued)

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Savanna Perry	Perry Council Bluffs	SACB-1	70 20	3 3	226 121	226 121	7 7	82,490 44,165	247,470 132,495	\$ 82,432 45,387		
Council Bluffs Perry	Perry Savanna	CBSA-2	122 124	3 3	131 229	131 229	7 7	47,815 83,585	143,445 250,755	50,162 85,668		
Proviso	Bensenville- Savanna	CSA-1	40	2	127	127	6	39,751	79,502	38,217		
Savanna	Bensenville- Proviso	SAC-2	24	2	127	127	6	39,751	79,502	38,217		
Madrid	Des Moines	MDDM-1	57	3	34	50	7	12,410	37,230	18,989		
Des Moines	Madrid	DMMD-2	32	3	34	50	7	12,410	37,230	18,989		
Council Bluffs Denison	Denison Council Bluffs	W. FRT.	20 20	1 1	64 64	64 64	5 5	16,704 16,704	16,704 16,704	15,885 15,885		
Carroll Harlan Boone Carroll	Harlan Carroll Carroll Boone	W. FRT. Dead Head Dead Head	20 20	1 1	40 40	50 50 53 53	1 1 1 1	2,080 2,080	2,080 2,080	2,512 2,512 2,343 2,343		
Proviso Clinton	Clinton Des Moines	CDM-1	144 117	3 3	125 217	125 217	7 7	45,625 79,205	136,875 237,615	48,384 81,320		
Des Moines Clinton	Clinton Proviso	DMC-2	140 129	3 3	217 125	217 128	7 7	79,205 45,625	237,615 136,875	82,009 49,481		
Eagle Grove	Ames	No. 63	84	2	46	50	6	14,398	28,796	15,274		
Ames	Eagle Grove	No. 64	62	2	46	50	6	14,398	28,796	15,274		
Total								2,309,221	8,226,859	\$2,430,874	\$3,526,196	\$5,957,070
Decrease (or	Increase)							562,528	615,193	\$ 565,198	\$ 263,685	\$ 828,883

Proposal No. 2 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Sioux City	Missouri Valley	CNW 45		See	Proposal	No. 15						
Missouri Valley	Sioux City	CNW 46		See	Proposal	No. 15						
Council Bluffs	Proviso	CNW 256		See	Proposal	No. 1						
Fremont	Proviso	CNW 253		See	Proposal	No. 1						
Proviso	Council Bluffs	CNW 251		See	Proposal	No. 1						
Manilla	Sioux City	MILW 73	85	4	96	100	7	35,040	140,160	\$ 36,756		
Sioux City	Manilla	MILW 262	70	4	96	100	7	35,040	140,160	38,362		
Council Bluffs	Bensenville	MILW 62-64		See	Proposal	No. 1						
Manilla	Savanna	MILW 68		See	Proposal	No. 1						
Savanna	Bensenville	MILW 66-68		See	Proposal	No. 1						
Bensenville	Council Bluffs	MILW 63		See	Proposal	No. 1						
Bensenville	Savanna	MILW 75-71		See	Proposal	No. 1						
Savanna	Council Bluffs	MILW 73		See	Proposal	No. 1						
Total								70,080	280,320	\$ 75,118	\$ 120,151	\$ 195,269

Proposal No. 2 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Clinton	CSC-1	75	4	125	125	7	45,625	182,500	\$ 47,277		
Clinton	Perry		85	4	209	209	7	76,285	305,140	78,158		
Perry	Sioux City		90	4	156	156	7	56,940	227,760	59,022		
Sioux City	Perry	SCC-2	94	4	156	156	7	56,940	227,760	59,022		
Perry	Clinton		104	4	209	209	7	76,285	305,140	78,158		
Clinton	Proviso		130	4	125	128	7	45,625	182,500	49,973		
Total								357,700	1,430,800	\$ 371,610	\$ 613,270	\$ 984,880
Decrease (or	Increase)							(287,620)	(1,150,480)	\$ (296,492)	\$ (493,119)	\$ (789,611)

Proposal No. 3 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Mo. Valley	Norfolk	CNW 117	129	4	118	118	7	43,070	172,280	\$ 46,280		
Norfolk*	Long Pine		100	3	133	133	6	27,797	83,391	28,751		
Long Pine*	Chadron		91	3	192	192	6	40,128	120,384	40,819		
Chadron	Belle Fourche		70	4	159	159	6	49,767	199,068	50,938		
Norfolk*	Long Pine		100	3	133	133	3	6,916	20,748	7,153		
Long Pine*	Chadron		91	3	192	192	3	9,984	29,952	10,156		
Belle Fourche	Chadron	CNW 256	74	4	159	159	6	49,767	199,068	50,938		
Chadron*	Long Pine		86	3	192	192	6	40,128	120,384	40,819		
Long Pine*	Norfolk		92	3	133	133	6	27,797	83,391	28,751		
Norfolk	Missouri Valley		105	3	118	118	7	43,070	129,210	44,854		
Chadron*	Long Pine		86	3	192	192	3	9,984	29,952	10,156		
Long Pine*	Norfolk		92	3	133	133	3	6,916	20,748	7,153		
Proviso	Council Bluffs	CNW 251 CNW 253 CNW 255		See	Proposal No. 1							
Council Bluffs	Proviso	CNW 256		See	Proposal No. 1							
Fremont	Proviso	CNW 252		See	Proposal No. 1							
Council Bluffs	Clinton	CNW 254		See	Proposal No. 1							
Sioux Falls	Savanna	MILW 62		See	Proposal No. 4							
Savanna	Bensenville			See	Proposal No. 1							
Bensenville	Savanna	MILW 63		See	Proposal No. 1							
Savanna	Marquette	MILW 81		See	Proposal No. 4							
Marquette	Sioux Falls	MILW 63		See	Proposal No. 4							
Canton	Mitchell	MILW 3	24	1	79	79	6	24,727	24,727	23,264		
Mitchell	Canton	MILW 98	25	1	79	79	6	24,727	24,727	23,264		
Rapid City	Murdo	MILW 166	28	2	144	144	6	45,072	90,144	43,046		
Murdo	Mitchell		31	2	142	142	6	44,446	88,892	42,478		
Mitchell	Murdo	MILW 167	30	2	142	142	6	44,446	88,892	42,478		
Murdo	Rapid City		30	2	144	144	6	45,072	90,144	43,046		
Total								583,814	1,816,102	\$ 584,344	\$ 682,694	\$1,277,038

*Operates 8 months per year.

*Operates 4 months per year.

Proposal No. 3 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Missouri Valley Norfolk* Long Pine* Chadron Norfolk* Long Pine*	Norfolk	CNW 117	97	3	118	118	7	43,070	129,210	\$ 44,854		
	Long Pine		77	3	133	133	6	27,797	83,391	28,413		
	Chadron		65	3	192	192	6	40,128	120,384	40,332		
	Belle Fourche		62	4	159	159	6	49,767	199,068	50,938		
	Long Pine		77	3	133	133	3	6,916	20,748	7,070		
	Chadron		65	3	192	192	3	9,984	29,952	10,035		
Belle Fourche Chadron* Long Pine* Norfolk Chadron* Long Pine*	Chadron	CNW 256	71	4	159	159	6	49,767	199,068	50,938		
	Long Pine		86	3	192	192	6	40,128	120,384	40,819		
	Norfolk		91	3	133	133	6	27,797	83,391	28,751		
	Missouri Valley		103	3	118	118	7	43,070	129,210	44,854		
	Long Pine		86	3	192	192	3	9,984	29,952	10,156		
	Norfolk		91	3	133	133	3	6,916	20,748	7,153		
Proviso	Sioux Falls	CSF-1		See	Proposal No. 4							
Sioux Falls	Proviso	SFC-2		See	Proposal No. 4							
Canton	Mitchell	MILW 3	50	1	79	79	6	24,727	24,727	23,264		
Mitchell	Canton	MILW 98	25	1	79	79	6	24,727	24,727	23,264		
Mitchell Murdo	Murdo Rapid City	MILW 167	56	2	142	142	6	44,446	88,892	42,478		
			46	2	144	144	6	45,072	90,144	43,046		
Rapid City Murdo	Murdo Mitchell	MILW 166	25	2	144	144	6	45,072	90,144	43,046		
			31	2	142	142	6	44,446	88,892	42,478		
Total								583,814	1,573,032	\$ 581,889	\$ 674,234	\$1,256,123
Decrease (or Increase)								—	43,070	\$ 2,455	\$ 18,460	\$ 20,915

*Operates 8 months per year.
*Operates 4 months per year.

Proposal No. 4 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Sioux Falls	St. James	CNW 84	37	2	119	119	6	37,247	74,494	\$ 35,945		
Huron	Tracy	CNW 126	51	3	136	136	6	42,568	127,704	43,460		
Tracy	Mason City		41	3	159	159	6	49,767	149,301	50,418		
Mason City	Belle Plaine		47	3	108	108	6	33,804	101,412	34,988		
Belle Plaine	Clinton		40	2	111	111	5	28,971	57,942	29,622		
Clinton	Proviso		59	2	125	128	5	32,625	65,250	33,863		
Proviso	Council Bluffs	CNW 251			See Proposal No. 1.							
Clinton	Belle Plaine	W. FRT.	19	1	111	120	3	17,316	17,316	17,870		
Clinton	Tipton to Belle Plaine		19	1	128	137	2	13,312	13,312	13,499		
Clinton	Tipton to Clinton		19	1	116	125	1	6,032	6,032	6,190		
Belle Plaine	Mason City	CNW 125	48	3	108	108	6	33,804	101,412	33,159		
Mason City	Tracy		46	3	159	159	6	49,767	149,301	47,804		
St. James	Sioux Falls	CNW 85	32	2	119	119	6	37,247	74,494	35,945		
Tracy	Huron	CNW 495	54	3	136	136	6	42,568	127,704	43,460		
Rapid City	Canton	MILW 98-166			See Proposal No. 3							
Sioux Falls	Mason City	MILW 62	38	3	199	199	6	62,287	186,861	62,520		
Mason City	Marquette		63	4	117	117	6	36,621	146,484	38,095		
Marquette	Savanna		62	4	102	102	6	31,926	127,704	33,508		
Savanna	Bensenville	MILW 62-2nd 62			See Proposal No. 1							
Bensenville	Savanna	MILW 63-75			See Proposal No. 1							
Savanna	Marquette	MILW 81	75	4	102	102	6	31,926	127,704	31,745		
Marquette	Mason City	MILW 63	77	4	117	117	6	36,621	146,484	38,095		
Mason City	Sioux Falls		72	3	199	199	6	62,287	186,861	59,289		
Total								686,696	1,987,772	\$ 689,475	\$851,998	\$1,541,473

Proposal No. 4 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Huron	Tracy	HMC-2	45	2	136	136	6	42,568	85,136	\$ 43,003		
Tracy	Mason City		29	2	159	159	6	49,767	99,534	49,884		
Mason City	Tracy	MCH-2	26	2	159	159	6	49,767	99,534	47,306		
Tracy	Huron		52	2	136	136	6	42,568	85,136	40,774		
Worthington	Brandon	W. FRT.	25	1	54	54	6	16,902	16,902	16,242		
Brandon	Worthington		25	1	54	54	6	16,902	16,902	16,242		
Worthington	Sheldon		25	1	34	34	6	10,642	10,642	10,280		
Sheldon	Worthington		25	1	34	34	6	10,642	10,642	10,280		
Mason City	Belle Plaine	W. FRT.	10	1	108	108	2	11,232	11,232	10,793		
Belle Plaine	Mason City		30	1	108	108	2	11,232	11,232	10,793		
Clinton	Belle Plaine	W. FRT.	25	1	111	120	1	5,772	5,772	5,956		
Clinton	Tipton to		25	1	128	137	2	13,312	13,312	13,499		
Belle Plaine	Belle Plaine Clinton		25	1	111	120	3	17,316	17,316	17,870		
Proviso	Savanna	CSF-1	131	4	127	127	6	39,751	159,004	42,537		
Savanna	Marquette		131	4	102	102	6	31,926	127,704	34,619		
Marquette	Mason City		115	4	117	117	6	36,621	146,484	39,050		
Mason City	Sioux Falls		118	3	199	199	6	62,287	186,861	60,796		
Sioux Falls	Mason City	SFC-2	69	3	199	199	6	62,287	186,861	59,289		
Mason City	Marquette		96	4	117	117	6	36,621	146,484	38,539		
Marquette	Savanna		96	4	102	102	6	31,926	127,704	33,894		
Savanna	Proviso		83	4	127	127	6	39,751	159,004	41,635		
Total								639,792	1,723,398	\$ 643,281	\$738,682	\$1,381,963
Decrease (or	Increase)							46,904	264,374	\$ 46,194	\$113,316	\$ 159,510

Proposal No. 5 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Minneapolis	Albia	CNW 2			See	Propo	sal N o. 16					
Council Bluffs	Proviso	CNW 256			See	Propo	sal N o. 1					
Proviso	Council Bluffs	CNW 251			See	Propo	sal N o. 1					
Albia	Minneapolis	CNW 1			See	Propo	sal N o. 16					
Austin	Jackson	MILW 203	50	2	110	110	6	34,430	68,860	\$ 35,225		
Jackson	Austin	MILW 222	50	2	110	110	6	34,430	68,860	35,225		
Austin	Marquette	MILW 68	42	2	111	111	6	34,743	69,486	35,524		
Marquette	Savanna		62	3	102	102	6	31,926	95,778	33,173		
Savanna	Kansas City	MILW 2nd 75			See	Propo	sal N o. 13					
Austin	Mason City	MILW 164	46	2	40	50	6	12,520	25,040	16,116		
Mason City	Bensenville	MILW 62			See	Propo	sal N o. 4					
Savanna	Kansas City	MILW 75			See	Propo	sal N o. 13					
Bensenville	Savanna	MILW 63-71-75			See	Propo	sal N o. 1					
Savanna	Marquette	MILW 75	61	3	102	102	6	31,926	95,778	31,436		
Marquette	Austin	MILW 261	48	2	111	111	6	34,743	69,486	33,673		
Kansas City	Savanna	MILW 64			See	Propo	sal N o. 13					
Mason City	Austin	MILW 163	28	2	40	50	6	12,520	25,040	16,116		
Total								227,238	518,328	\$236,488	\$222,166	\$458,654

Proposal No. 5 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Sioux Falls	Proviso	SFC-2			See	Propo	sal N	o. 4				
Proviso	Sioux Falls	CSF-1			See	Propo	sal N	o. 4				
Austin	Jackson	MILW 203	50	2	110	110	6	34,430	68,860	\$ 33,389		
Jackson	Austin	MILW 222	50	2	110	110	6	34,430	68,860	33,389		
Mason City	Austin	MCAU-1	13	1	40	50	6	12,520	12,520	15,947		
Austin	Mason City	AUMC-2	34	1	40	50	6	12,520	12,520	15,947		
Austin	Marquette	AUCL-2	28	2	111	111	6	34,743	69,486	35,524		
Marquette	Clinton		72	2	117	117	6	36,621	73,242	37,319		
Clinton	Marquette	CLAU-1	70	2	117	117	6	36,621	73,242	37,319		
Marquette	Austin		53	2	111	111	6	34,743	69,486	35,524		
Total								236,628	448,216	\$244,358	\$192,114	\$436,472
Decrease (or	Increase)							(9,390)	70,112	\$ (7,870)	\$ 30,052	\$ 22,182

Proposal No. 6 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Butler	Adams	CNW 495	78	2	115	115	6	35,995	71,990	\$ 44,928		
Adams	Winona		77	2	107	107	6	33,491	66,982	42,000		
Winona	Waseca		73	3	102	102	6	31,926	95,778	33,173		
Waseca	Tracy		108	3	116	116	6	36,308	108,924	38,356		
Tracy	Waseca	CNW 482	79	3	116	116	6	36,308	108,924	37,409		
Waseca	Winona		56	3	102	102	6	31,926	95,778	33,173		
Winona	Adams		63	2	107	107	6	33,491	66,982	42,000		
Adams	Butler		66	2	115	115	6	35,995	71,990	44,928		
Winona	Rochester-Winona	CNW W. FRT.	10	1	98	100	2	10,192	10,192	10,046		
Winona	Chatfield-Winona		17	1	98	100	1	5,096	5,096	5,023		
Winona	Plainview-Winona		10	1	105	105	2	10,920	10,920	10,513		
Winona	Chatfield-Plainview-Winona		17	1	132	132	1	6,864	6,864	6,516		
Chicago 40th St.	Butler	CNW 283		See	Proposal No. 9							
Proviso	Butler	CNW 285-289		See	Proposal No. 9							
Butler	Chicago 40th St.	CNW 182-284		See	Proposal No. 9							
Butler	Proviso	CNW 280		See	Proposal No. 9							
St. Paul	Savanna	MILW 76		See	Proposal No. 16							
Savanna	Kansas City	MILW 65		See	Proposal No. 13							
Kansas City	Savanna	MILW 86		See	Proposal No. 13							
Savanna	St. Paul	MILW 67		See	Proposal No. 16							
Bensenville	St. Paul	MILW 65		See	Proposal No. 7							
St. Paul	Milwaukee	MILW 266		See	Proposal No. 7							
Milwaukee	Bensenville	MILW 82		See	Proposal No. 7							
Total								308,512	720,420	\$348,065	\$308,787	\$656,852

Proposal No. 6 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Portage	CT-1	110	3	173	173	6	54,149	162,447	\$ 68,657		
Portage	La Crosse		102	3	103	103	6	32,239	96,717	41,577		
La Crosse	Waseca		103	3	129	129	6	40,377	121,131	41,834		
Waseca	Tracy		90	3	116	116	6	36,308	108,924	37,851		
Tracy	Waseca	TC-2	59	3	116	116	6	36,308	108,924	37,409		
Waseca	La Crosse		66	3	129	129	6	40,377	121,131	41,342		
La Crosse	Portage		145	3	103	103	6	32,239	96,717	42,306		
Portage	Proviso		151	3	173	173	6	54,149	162,447	69,318		
Winona	Rochester-Winona	CNW W. FRT.	10	1	98	100	2	10,192	10,192	10,046		
Winona	Chatfield-Winona		17	1	98	100	1	5,096	5,096	5,023		
Winona	Plainview-Winona		10	1	105	105	2	10,920	10,920	10,513		
Winona	Chatfield-Plainview-Winona		17	1	132	132	1	6,864	6,864	6,516		
St. Paul	La Crosse	SPL-2		See	Proposal No. 7							
La Crosse	St. Paul	LSP-1		See	Proposal No. 7							
Kansas City	Chicago	KCC-2		See	Proposal No. 13							
Chicago	Kansas City	CKC-1		See	Proposal No. 13							
St. Paul	Madison	SPSL-2		See	Proposal No. 17							
Madison	St. Paul	SLSP-1		See	Proposal No. 17							
La Crosse	Galesville-La Crosse	CNW W. FRT.	15	1	54	100	3	8,424	8,424	18,327		
Butler	Adams		20	1	115	115	3	17,940	17,940	20,879		
Adams	Butler		20	1	115	115	3	17,940	17,940	20,879		
Total								403,522	1,055,814	\$ 472,477	\$ 452,544	\$ 925,021
Decrease (or Increase)								(95,010)	(335,394)	\$ (124,412)	\$ (143,757)	\$ (268,169)

Proposal No. 7 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Butler	CNW 477	72	3	95	100	7	34,675	104,025	\$46,724		
Butler	Adams		77	3	115	115	7	41,975	125,925	53,236		
Adams	Altoona		77	3	110	110	7	40,150	120,450	51,065		
Altoona	Minneapolis		77	3	99	100	7	36,135	108,405	46,724		
Proviso	Butler	CNW 479	126	3	95	100	7	34,675	104,025	47,994		
Butler	Adams		137	3	115	115	7	41,975	125,925	54,696		
Adams	Altoona		100	3	110	110	7	40,150	120,450	51,555		
Altoona	Minneapolis		115	3	99	100	7	36,135	108,405	47,676		
Proviso	Butler	CNW 483	59	3	95	100	7	34,675	104,025	46,724		
Butler	Adams		94	3	115	115	7	41,975	125,925	53,748		
Adams	Altoona		82	3	110	110	7	40,150	120,450	51,555		
Altoona	Minneapolis		77	3	99	100	7	36,135	108,405	46,724		
Minneapolis	Altoona	CNW 488	94	3	99	100	7	36,135	108,405	47,169		
Altoona	Adams		98	3	110	110	7	40,150	120,450	51,555		
Adams	Butler		98	3	115	115	7	41,975	125,925	53,748		
Butler	Proviso		87	3	95	100	7	34,675	104,025	47,169		
Minneapolis	Altoona	CNW 490	109	3	99	100	7	36,135	108,405	47,676		
Altoona	Adams		127	3	110	110	7	40,150	120,450	52,462		
Adams	Butler		126	3	115	115	7	41,975	125,925	54,696		
Butler	Proviso		102	3	95	100	7	34,675	104,025	47,169		
Minneapolis	Altoona	CNW 474	124	4	99	100	7	36,135	144,540	48,395		
Altoona	Adams		149	3	110	110	7	40,150	120,450	52,603		
Adams	Butler		145	3	115	115	7	41,975	125,925	54,696		
Butler	Chicago 40th St.		137	3	95	100	7	34,675	104,025	47,994		
Bensenville	Milwaukee	MILW 65	117	3	81	100	7	29,565	88,695	47,676		
Milwaukee	Portage		103	4	93	100	6	29,109	116,436	41,066		
Portage	La Crosse		118	4	103	103	6	32,239	128,956	42,661		
La Crosse	St. Paul		121	4	128	128	6	40,064	160,256	42,504		
Bensenville	Milwaukee	MILW 261	74	5	81	100	7	29,565	147,825	48,162		
Milwaukee	Portage		81	5	93	100	7	33,945	169,725	48,607		
Portage	La Crosse		81	5	103	103	7	37,595	187,975	49,966		
La Crosse	St. Paul		81	5	128	128	7	46,720	233,600	49,402		
Bensenville	Milwaukee	MILW 263	109	4	81	100	7	29,565	118,260	48,395		
Milwaukee	Portage		91	4	93	100	7	33,945	135,780	47,888		
Portage	La Crosse		91	4	103	103	7	37,595	150,380	49,225		
La Crosse	St. Paul		107	4	128	128	7	46,720	186,880	49,566		
St. Paul	La Crosse	MILW 72	93	4	128	128	6	40,064	160,256	41,944		
La Crosse	Portage		93	4	103	103	6	32,239	128,956	42,213		
Portage	Milwaukee		118	4	93	100	6	29,109	116,436	41,501		
Milwaukee	Bensenville		116	3	81	100	7	29,565	88,695	47,676		

Proposal No. 7 — PRESENT — (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul La Crosse Portage Milwaukee	La Crosse Portage Milwaukee Bensenville	MILW 262	120	5	128	128	7	46,720	233,600	\$ 50,052		
			120	5	103	103	7	37,595	187,975	50,488		
			120	5	93	100	7	33,945	169,725	49,114		
			117	5	81	100	7	29,565	147,825	49,114		
St. Paul La Crosse Portage	La Crosse Portage Milwaukee	MILW 266	124	4	128	128	7	46,720	186,880	49,566		
			124	4	103	103	7	37,595	150,380	49,748		
			127	4	93	100	7	33,945	135,780	48,713		
Milwaukee	Bensenville	MILW 82	116	3	81	100	6	25,353	76,059	40,884		
La Crosse	St. Paul	MILW 91	53	2	128	128	7	46,720	93,440	44,898		
St. Paul	La Crosse	MILW 66	61	2	128	128	7	46,720	93,440	44,898		
Milwaukee Portage	Portage La Crosse	MILW 69	133	3	93	100	7	33,945	101,835	47,994		
			130	3	103	103	7	37,595	112,785	46,699		
La Crosse Portage	Portage Milwaukee	MILW 272	117	3	103	103	7	37,595	112,785	46,398		
			94	3	93	100	7	33,945	101,835	47,169		
Total								2,003,172	7,012,420	\$2,607,940	\$3,005,664	\$5,613,604

Proposal No. 7 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Portage La Crosse	Portage La Crosse St. Paul	CSP-1	91	4	173	173	7	63,145	252,580	\$ 80,430		
			91	4	103	103	7	37,595	150,380	49,225		
			91	4	128	128	7	46,720	186,880	48,913		
Proviso Portage La Crosse	Portage La Crosse St. Paul	CSP-3	130	4	173	173	7	63,145	252,580	81,857		
			130	4	103	103	7	37,595	150,380	50,075		
			130	4	128	128	7	46,720	186,880	49,973		
Proviso Portage La Crosse	Portage La Crosse St. Paul	CSP-7	81	3	173	173	7	63,145	189,435	79,186		
			81	3	103	103	7	37,595	112,785	48,485		
			81	3	128	128	7	46,720	140,160	48,426		
St. Paul La Crosse Portage	La Crosse Portage Proviso	SPC-2	118	3	128	128	7	46,720	140,160	49,075		
			118	3	103	103	7	37,595	112,785	49,007		
			118	3	173	173	7	63,145	189,435	80,063		

Proposal No. 7 — PROPOSED — (Continued)

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul La Crosse Portage	La Crosse Portage Chicago 40th St.	SPC-6	133	3	128	128	7	46,720	140,160	\$ 49,481		
			133	3	103	103	7	37,595	112,785	49,334		
			137	3	172	172	7	62,780	188,340	80,166		
St. Paul La Crosse Portage	La Crosse Portage Proviso	SPC-8	96	4	128	128	7	46,720	186,880	48,913		
			96	4	103	103	7	37,595	150,380	49,225		
			96	4	173	173	7	63,145	252,580	80,430		
Proviso Portage La Crosse	Portage via Madison La Crosse St. Paul	CSP-5	83	3	177	177	7	64,605	193,815	80,940		
			89	3	103	103	7	37,595	112,785	48,485		
			108	3	128	128	7	46,720	140,160	49,075		
St. Paul La Crosse Portage	La Crosse Portage Chicago 40th St. via Madison	SPC-4	105	4	128	128	7	46,720	186,880	48,913		
			105	4	103	103	7	37,595	150,380	49,225		
			144	4	182	182	7	66,430	265,720	85,943		
St. Paul La Crosse Portage	La Crosse Portage Milwaukee	SPM-2	91	3	128	128	7	46,720	140,160	48,426		
			91	3	103	103	7	37,595	112,785	48,485		
			114	3	93	100	7	33,945	101,835	47,676		
Milwaukee Portage La Crosse	Portage La Crosse St. Paul	MSP-1	104	3	93	100	7	33,945	101,835	47,169		
			104	3	103	103	7	37,595	112,785	48,485		
			118	3	128	128	7	46,720	140,160	49,075		
Milwaukee Portage	Portage La Crosse	ML-1	90	3	93	100	6	29,109	87,327	40,449		
			73	3	103	103	6	32,239	96,717	41,184		
La Crosse Portage	Portage Milwaukee	LM-2	86	3	103	103	6	32,239	96,717	41,577		
			121	3	93	100	6	29,109	87,327	40,884		
La Crosse	St. Paul	LSP-1	53	2	128	128	7	46,720	93,440	44,898		
St. Paul	La Crosse	SPL-2	100	2	128	128	7	46,720	93,440	45,425		
St. Paul	Altoona	SPA-2	19	2	92	100	7	33,580	67,160	45,990		
Altoona	St. Paul	ASP-1	82	2	92	100	7	33,580	67,160	46,435		
Total								1,703,876	5,544,153	\$2,071,003	\$2,376,335	\$4,447,338
Decrease (or	Increase)							299,296	1,468,267	\$ 536,937	\$ 629,329	\$1,166,266

Proposal No. 8 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Madison	CNW 591	90	2	140	140	7	51,100	102,200	\$ 63,685		
Madison	Proviso	CNW 594	61	2	140	140	7	51,100	102,200	63,063		
Proviso	Janesville	CNW 597	65	2	88	100	7	32,120	64,240	45,990		
Janesville	Proviso	CNW 576	90	2	88	100	7	32,120	64,240	46,435		
Bensenville	Madison	MILW 163	72	4	134	134	6	41,942	167,768	53,551		
Madison	Bensenville	MILW 166	66	4	134	134	6	41,942	167,768	53,551		
Total								250,324	668,416	\$326,275	\$286,497	\$612,772

Proposal No. 8 – PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Madison	CMA-1	108	2	141	141	7	51,465	102,930	\$ 64,832		
Madison	Proviso	MAC-2	96	2	141	141	7	51,465	102,930	64,116		
Proviso	Janesville	CJA-1	94	2	88	100	7	32,120	64,240	46,435		
Janesville	Chicago 40th St.	JAC-2	109	2	88	100	7	32,120	64,240	46,943		
Total								167,170	334,340	\$222,326	\$143,305	\$365,631
Decrease (or	Increase)							83,154	334,076	\$103,949	\$143,192	\$247,141

Proposal No. 9 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Chicago 40th St.	Butler	CNW 283	86	2	95	100	6	29,735	59,470	\$ 39,820		
Proviso	Butler	CNW 285	116	2	95	100	6	29,735	59,470	40,255		
Proviso	Butler	CNW 289	94	2	95	100	7	34,675	69,350	46,435		
Butler	Chicago 40th St.	CNW 182	114	2	95	100	6	29,735	59,470	40,255		
Butler	Proviso	CNW 280	131	2	95	100	7	34,675	69,350	47,260		
Butler	Chicago 40th St.	CNW 284	76	2	95	100	6	29,735	59,470	39,438		
Milwaukee	Bensenville	MILW 70	119	4	81	100	7	29,565	118,260	48,395		
Milwaukee	Bensenville	MILW 86	123	3	81	100	7	29,565	88,695	47,676		
Milwaukee	Bensenville	MILW Extra East	126	3	81	100	4	16,929	50,787	27,481		
Bensenville	Milwaukee	MILW 63	139	3	81	100	7	29,565	88,695	47,994		
Bensenville	Milwaukee	MILW 75	137	3	81	100	5	21,141	63,423	34,319		
Bensenville	Milwaukee	MILW Extra West	152	3	81	100	4	16,929	50,787	27,555		
Total								331,984	837,227	\$ 486,883	\$358,852	\$845,735

Proposal No. 9 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Butler	CM-1	112	2	96	100	6	30,048	60,096	\$ 40,255		
Butler	Proviso	MC-4	128	2	96	100	6	30,048	60,096	40,527		
Proviso	Milwaukee	CM-3	137	2	85	100	6	26,605	53,210	40,527		
Milwaukee	Proviso	MC-6	155	2	85	100	6	26,605	53,210	40,637		
Proviso	Milwaukee	CM-5	146	3	85	100	6	26,605	79,815	41,266		
Proviso	Milwaukee	CM-7	112	2	85	100	6	26,605	53,210	40,255		
Milwaukee	Proviso	MC-8	136	3	85	100	6	26,605	79,815	41,156		
Milwaukee	Chicago 40th St.	MC-2	153	2	83	100	6	25,979	51,958	40,637		
Total								219,100	491,410	\$ 325,260	\$210,628	\$535,888
Decrease (or	Increase)							112,884	345,817	\$ 161,623	\$148,224	\$309,847

Proposal No. 10 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Fond du Lac	Fond du Lac Green Bay	CNW 295	151 117	3 3	147 64	147 100	7 7	53,655 23,360	160,965 70,080	\$ 69,183 47,676		
Green Bay Fond du Lac	Fond du Lac Proviso	CNW 296	66 134	2 2	64 147	100 147	7 7	23,360 53,655	46,720 107,310	45,990 67,916		
Proviso Butler	Butler Green Bay	CNW 187	120 91	3 3	95 117	100 117	7 7	34,675 42,705	104,025 128,115	47,676 54,625		
Green Bay Butler	Butler Proviso	CNW 180	136 142	4 4	117 95	117 100	6 6	36,621 29,735	146,484 118,940	48,392 41,773		
Green Bay	Fond du Lac	CNW 290	62	2	64	100	7	23,360	46,720	45,990		
Fond du Lac	Butler	CNW 282	61	3	76	100	7	27,740	83,220	46,724		
Butler Fond du Lac	Fond du Lac Green Bay	CNW 297	127 121	3 2	76 64	100 100	7 7	27,740 23,360	83,220 46,720	47,994 46,943		
Butler	Green Bay	CNW 173	44	2	117	117	5	30,537	61,074	38,075		
Green Bay	Butler	CNW 182	106	2	117	117	6	36,621	73,242	46,616		
Green Bay	Antoine	CNW 37	55	2	121	121	6	37,873	75,746	47,124		
Antoine	Green Bay	CNW 36	52	2	121	121	6	37,873	75,746	47,124		
Milwaukee Green Bay	Green Bay Crivitz	MILW 69	114 83	4 4	111 51	111 51	6 6	34,743 15,963	138,972 63,852	45,754 19,824		
Crivitz	Channing	MILW 369	51	3	67	67	6	20,971	62,913	25,425		
Crivitz	Marinette	MILW 469	28	1	20	20	6	6,260	6,260	7,248		
Channing	Crivitz	MILW 382	63	3	67	67	6	20,971	62,913	24,530		
Marinette	Crivitz	MILW 482	22	1	20	20	6	6,260	6,260	7,248		
Crivitz Green Bay	Green Bay Milwaukee	MILW 82	85 127	4 4	51 111	51 111	6 6	15,963 34,743	63,852 138,972	19,772 46,056		
Stiles Jct.	Oconto to Stiles Jct.	MILW Extra	2	1	18	18	2	1,872	1,872	2,168		
Hilbert	Appleton	MILW 281	12	1	20	50	6	6,260	6,260	19,398		
Appleton	Hilbert	MILW 282	20	1	20	50	6	6,260	6,260	19,398		
Hilbert	Appleton	MILW 269	13	1	20	50	6	6,260	6,260	19,398		
Appleton	Hilbert	MILW 274	4	1	20	50	6	6,260	6,260	19,398		
Total								725,656	1,999,233	\$1,065,438	\$856,911	\$1,922,349

Proposal No. 10 – PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Green Bay	Proviso via Fond du Lac	GC-1	154	3	215	215	7	78,475	235,425	\$ 99,655		
Proviso	Green Bay via Fond du Lac	CG-2	125	3	215	215	7	78,475	235,425	98,697		
Green Bay	Proviso via Manitowoc	GC-3	155	3	203	203	6	63,539	190,617	80,846		
Proviso	Green Bay via Manitowoc	CG-4	137	3	205	205	6	64,165	192,495	81,389		
Green Bay	Channing via Powers	GBCH-2	129	3	145	145	6	45,385	136,155	58,399		
Channing	Green Bay via Powers	CHGB-1	127	3	145	145	6	45,385	136,155	58,399		
Green Bay	Iron Mountain	GIM-1	7	1	94	100	3	14,664	14,664	18,327		
Iron Mountain	Green Bay	IMG-2	7	1	94	100	3	14,664	14,664	18,327		
Green Bay	Fond du Lac	290	62	2	64	100	7	23,360	46,720	45,990		
Fond du Lac	Green Bay	297	97	2	64	100	7	23,360	46,720	46,435		
Total								451,472	1,249,040	\$606,464	\$535,364	\$1,141,828
Decrease (or Increase)								274,184	750,193	\$458,974	\$321,547	\$ 780,521

Proposal No. 11 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
(a) Proviso	Green Bay	CNW 295		See	Propo	sal	No. 10					
Green Bay	Proviso	CNW 296		See	Propo	sal	No. 10					
Proviso	Green Bay	CNW 187		See	Propo	sal	No. 10					
Green Bay	Proviso	CNW 180		See	Propo	sal	No. 10					
Proviso	Madison	CNW 381-383		See	Propo	sal	No. 14					
Madison	Proviso	CNW 380-386		See	Propo	sal	No. 14					
Ladd	Janesville	MILW 366	55	2	100	100	6	31,300	62,600	\$ 37,366		
Janesville	Ladd	MILW 367	62	2	100	100	6	31,300	62,600	37,366		
Rockford	Steward Jct.	MILW Switch Run	60	1	36	50	6	11,268	11,268	15,118		
Steward Jct.	Rockford		60	1	35	50	6	10,955	10,955	15,118		
(b) Proviso	Madison	CNW 591		See	Propo	sal	No. 8					
Madison	Proviso	CNW 594		See	Propo	sal	No. 8					
(c) Butler	Green Bay	CNW 297		See	Propo	sal	No. 10					
Fond du Lac	Butler	CNW 282		See	Propo	sal	No. 10					
Total								84,823	147,423	\$104,968	\$63,189	\$168,157

Proposal No. 11 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
(a) Green Bay Beloit South Pekin	Beloit South Pekin Madison	GSL-1	169	4	205	205	7	74,825	299,300	\$ 97,164		
			169	4	166	166	7	60,590	242,360	64,636		
			141	4	136	136	7	49,640	198,560	52,927		
Madison South Pekin Beloit	South Pekin Beloit Green Bay	SLG-2	76	4	136	136	7	49,640	198,560	51,200		
			151	4	166	166	7	60,590	242,360	64,215		
			102	4	205	205	7	74,825	299,300	94,694		
Janesville	Ladd	MILW 367	79	2	100	100	6	31,300	62,600	37,366		
Ladd	Janesville	MILW 366	55	2	100	100	6	31,300	62,600	37,366		
Proviso	Kansas City	CKC-1		See	Proposal No. 13							
St. Paul	Madison	SPSL-2		See	Proposal No. 17							
(b) Fond du Lac	Beloit	FB-1	105	2	102	102	7	37,230	74,460	47,297		
Beloit	Fond du Lac	BF-2	50	2	102	102	7	37,230	74,460	46,844		
(c) Fond du Lac	Milwaukee	FM-1	56	2	74	74	7	27,010	54,020	33,239		
Milwaukee	Fond du Lac	MF-2	43	2	74	74	7	27,010	54,020	33,239		
Total								561,190	1,862,600	\$ 660,187	\$ 798,347	\$1,458,534
Decrease (or Increase)								(476,367)	(1,715,177)	\$(555,219)	\$(735,158)	\$(1,290,377)

Proposal No. 12 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Minneapolis	CNW 477		See	Proposal No. 7							
Altoona	Spooner	CNW 171	68	4	86	100	7	31,390	125,560	\$ 47,443		
Spooner	Itasca		92	4	66	100	7	24,090	96,360	47,888		
Itasca	Spooner	CNW 172	98	4	66	100	7	24,090	96,360	47,888		
Spooner	Altoona		104	4	86	100	7	31,390	125,560	47,888		
Minneapolis	Proviso	CNW 490		See	Proposal No. 7							
Minneapolis	Spooner	CNW 73	97	4	108	108	7	39,420	157,680	51,454		
Spooner	Itasca		92	4	66	100	7	24,090	96,360	47,888		
Itasca	Spooner	CNW 74	114	4	66	100	7	24,090	96,360	48,395		
Spooner	Minneapolis		115	4	108	108	7	39,420	157,680	52,002		
Duluth	St. Paul	MILW 625	89	4	157	157	6	49,141	196,564	50,923		
St. Paul	Duluth	MILW 626	73	4	152	152	6	47,576	190,304	48,798		
Total								334,697	1,338,788	\$490,567	\$573,831	\$1,064,398

Proposal No. 12 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso	Portage	CD-1	129	3	178	178	7	64,970	194,910	\$ 82,847		
Portage	Altoona		141	3	139	139	7	50,735	152,205	65,420		
Altoona	Itasca		103	4	151	151	7	55,115	220,460	70,622		
Itasca	Altoona	DC-2	137	4	151	151	7	55,115	220,460	71,868		
Altoona	Portage		137	3	139	139	7	50,735	152,205	65,420		
Portage	Proviso		137	3	178	178	7	64,970	194,910	82,847		
Minneapolis	Itasca	MSD-1	128	4	181	181	7	66,065	264,260	85,489		
Itasca	Minneapolis	DMS-2	154	4	181	181	7	66,065	264,260	85,720		
St. Paul	Spooner	SPSP-1	62	2	102	102	7	37,230	74,460	46,844		
Spooner	St. Paul	SPSP-2	49	2	102	102	7	37,230	74,460	46,844		
Altoona	Camp Douglas	Meat Extra	15	1	91	91	6	28,483	28,483	32,383		
Camp Douglas	Altoona	CNW W. FRT.	15	1	91	91	6	28,483	28,483	32,383		
Total								605,196	1,869,556	\$ 768,687	\$ 801,330	\$1,570,017
Decrease (or Increase)								(270,499)	(530,768)	\$(278,120)	\$(227,499)	\$(505,619)

Proposal No. 13 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Milwaukee	Savanna	MILW 65	84	4	157	157	7	57,305	229,220	\$ 73,297		
Savanna	Ottumwa		83	5	164	164	7	59,860	299,300	62,537		
Ottumwa	Laredo		83	5	103	103	7	37,595	187,975	40,281		
Laredo	Kansas City		83	5	95	100	7	34,675	173,375	39,186		
Milwaukee	Savanna	MILW 75	80	3	157	157	6	49,141	147,423	61,287		
Savanna	Ottumwa		95	4	164	164	7	59,860	239,440	61,911		
Ottumwa	Laredo		95	4	103	103	7	37,595	150,380	39,886		
Laredo	Kansas City		95	4	95	100	7	34,675	138,700	38,803		
Kansas City	Laredo	MILW 86	102	5	95	100	7	34,675	173,375	39,186		
Laredo	Ottumwa		102	5	103	103	7	37,595	187,975	40,281		
Ottumwa	Savanna		113	5	164	164	7	59,860	299,300	63,369		
Savanna	Milwaukee		113	3	157	157	6	49,141	147,423	62,570		
Kansas City	Laredo	MILW 64	66	4	95	100	7	34,675	138,700	38,362		
Laredo	Ottumwa		66	4	103	103	7	37,595	150,380	39,432		
Ottumwa	Savanna		66	4	164	164	7	59,860	239,440	61,185		
Savanna	Milwaukee	MILW 68	95	4	157	157	7	57,305	229,220	69,419		
Bensenville	Savanna	MILW 63-71-75			See Proposal No. 1							
Savanna	Bensenville	MILW 62-64-68			See Proposal No. 1							
Savanna	Ottumwa	MILW 2nd 75	129	4	164	164	7	59,860	239,440	59,927		
Ottumwa	Laredo		79	4	103	103	7	37,595	150,380	39,432		
Laredo	Kansas City		80	4	95	100	7	34,675	138,700	36,343		
Kansas City	Laredo	MILW 70	108	4	95	100	7	34,675	138,700	37,226		
Laredo	Ottumwa		106	4	103	103	7	37,595	150,380	40,412		
Ottumwa	Savanna		157	4	164	164	7	59,860	239,440	60,121		
Total								1,005,672	4,188,666	\$1,104,453	\$1,795,346	\$2,899,799

Proposal No. 13 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Clinton Ottumwa	Clinton Ottumwa Kansas City	CKC-1	91	3	125	125	7	45,625	136,875	\$ 47,355		
			101	4	144	144	7	52,560	210,240	55,882		
			110	4	198	198	7	72,270	289,080	75,195		
Kansas City Ottumwa Clinton	Ottumwa Clinton Proviso	KCC-2	96	4	198	198	7	72,270	289,080	74,187		
			60	4	144	144	7	52,560	210,240	54,053		
			83	3	125	128	7	45,625	136,875	48,426		
Milwaukee Savanna Ottumwa	Savanna Ottumwa Kansas City	MKC-1	93	3	157	157	7	57,305	171,915	68,374		
			86	4	164	164	7	59,860	239,440	61,911		
			72	4	198	198	7	72,270	289,080	73,309		
Kansas City Ottumwa Savanna	Ottumwa Savanna Milwaukee	KCM-2	115	4	198	198	7	72,270	289,080	75,195		
			124	4	164	164	7	59,860	239,440	62,746		
			130	4	157	157	7	57,305	229,220	74,592		
Milwaukee Savanna	Savanna Clinton	MCL-1	158	4	157	157	7	57,305	229,220	74,793		
			145	4	20	20	7	7,300	29,200	7,386		
Clinton Savanna	Savanna Milwaukee	CLM-2	46	3	20	20	7	7,300	21,900	7,132		
			122	3	157	157	7	57,305	171,915	72,964		
Savanna	Ottumwa	SAOT-1	53	2	164	164	7	59,860	119,720	56,821		
Ottumwa	Savanna	OTSA-2	101	2	164	164	7	59,860	119,720	57,497		
Total								968,710	3,422,240	\$1,047,818	\$1,466,840	\$2,514,658
Decrease (or Increase)								36,962	766,426	\$ 56,635	\$ 328,506	\$ 385,141

Proposal No. 14 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso Nelson South Pekin Benld	Nelson South Pekin Benld Madison	CNW 381	165	4	92	100	7	33,580	134,320	\$ 39,756		
			165	4	94	100	7	34,310	137,240	39,756		
			171	4	99	100	7	36,135	144,540	40,011		
			165	4	37	50	7	13,505	54,020	19,878		
Proviso Nelson South Pekin Benld	Nelson South Pekin Benld Madison	CNW 383	111	3	92	100	7	33,580	100,740	38,931		
			111	3	94	100	7	34,310	102,930	38,931		
			150	3	99	100	7	36,135	108,405	39,376		
			150	3	37	50	7	13,505	40,515	19,688		
Madison Benld South Pekin Nelson	Benld South Pekin Nelson Proviso	CNW 380	137	4	37	50	7	13,505	54,020	19,878		
			140	4	99	100	7	36,135	144,540	39,632		
			146	4	94	100	7	34,310	137,240	39,756		
			151	4	92	100	7	33,580	134,320	39,756		
Madison Benld South Pekin Nelson	Benld South Pekin Nelson Proviso	CNW 386	127	3	37	50	7	13,505	40,515	19,688		
			126	3	99	100	7	36,135	108,405	39,248		
			139	3	94	100	7	34,310	102,930	39,248		
			158	3	92	100	7	33,580	100,740	39,376		
Total								470,120	1,645,420	\$552,909	\$705,260	\$1,258,169

Proposal No. 14 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Proviso South Pekin	South Pekin Madison	CSL-1	95	3	183	183	7	66,795	200,385	\$ 68,074		
			117	3	136	136	7	49,640	148,920	51,974		
Madison South Pekin	South Pekin Proviso	SLC-2	124	3	136	136	7	49,640	148,920	51,974		
			151	3	183	183	7	66,795	200,385	69,816		
Chicago	Kansas City	CKC-1			See	Proposal No. 13						
St. Paul	Madison	SPSL-2			See	Proposal No. 17						
Madison	Green Bay	SLG-2			See	Proposal No. 11						
Sioux City	Chicago	SCC-2			See	Proposal No. 2						
Total								232,870	698,610	\$241,838	\$299,438	\$541,276
Decrease (or Increase)								237,250	946,810	\$311,071	\$405,822	\$716,893

Proposal No. 15 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
E. Minneapolis	St. James	CNW 17	140	4	116	116	7	42,340	169,360	\$ 45,541		
St. James	Sioux City		139	4	146	146	7	53,290	213,160	56,620		
Sioux City	Omaha		102	4	102	102	7	37,230	148,920	39,525		
Omaha	Sioux City	CNW 20	97	4	102	102	7	37,230	148,920	39,525		
Sioux City	St. James		98	4	146	146	7	53,290	213,160	55,412		
St. James	E. Minneapolis		131	4	116	116	7	42,340	169,360	45,541		
Sioux City	Mo. Valley	CNW 45	84	2	76	76	7	27,740	55,480	28,201		
Mo. Valley	Sioux City	CNW 46	84	2	76	76	7	27,740	55,480	28,201		
Proviso	Council Bluffs	CNW 253			See	Proposal No. 1						
Council Bluffs	Proviso	CNW 256			See	Proposal No. 1						
Savanna	St. Paul	MILW 67			See	Proposal No. 16						
St. Paul	Savanna	MILW 76			See	Proposal No. 16						
Savanna	Council Bluffs	MILW 63-73			See	Proposal No. 1						
Council Bluffs	Savanna	MILW 62-64-68			See	Proposal No. 1						
Total								321,200	1,173,840	\$338,566	\$503,131	\$841,697

Proposal No. 15 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Minneapolis	St. James	MO-2	82	3	110	110	7	40,150	120,450	\$ 41,996		
St. James	Sioux City		82	3	146	146	7	53,290	159,870	54,856		
Sioux City	Omaha		120	3	102	102	7	37,230	111,690	39,656		
Omaha	Sioux City	OM-2	87	3	102	102	7	37,230	111,690	39,138		
Sioux City	St. James		69	3	146	146	7	53,290	159,870	54,207		
St. James	Minneapolis		101	3	110	110	7	40,150	120,450	41,996		
Minneapolis	St. James	MCB-2	68	2	110	110	7	40,150	80,300	41,077		
St. James	Sioux City		62	2	146	146	7	53,290	106,580	53,636		
Sioux City	Council Bluffs		57	2	97	100	7	35,405	70,810	37,588		
Council Bluffs	Sioux City	CBMS-2	104	2	97	100	7	35,405	70,810	38,029		
Sioux City	St. James		56	2	146	146	7	53,290	106,580	53,636		
St. James	Minneapolis		75	2	110	110	7	40,150	80,300	41,077		
Total								519,030	1,299,400	\$ 536,892	\$556,950	\$1,093,842
Decrease (or Increase)								(197,830)	(125,560)	\$ (198,326)	\$ (53,819)	\$ (252,145)

Proposal No. 16 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Minneapolis	Albert Lea	CNW 20	101	4	105	105	7	38,325	153,300	\$ 40,608		
Albert Lea	Marshalltown		104	4	125	125	7	45,625	182,500	47,829		
Marshalltown	Oskaloosa		84	3	58	58	7	21,170	63,510	22,070		
Oskaloosa	Monmouth		85	3	124	124	7	45,260	135,780	46,997		
Monmouth	Peoria		86	3	64	64	7	23,360	70,080	24,213		
Proviso	Des Moines	CNW 123			See	Proposal No. 1						
Des Moines	Proviso	CNW 124			See	Proposal No. 1						
Peoria	Monmouth	CNW 19	53	3	64	64	7	23,360	70,080	24,213		
Monmouth	Oskaloosa		54	3	124	124	7	45,260	135,780	46,445		
Oskaloosa	Marshalltown		54	3	58	58	7	21,170	63,510	22,070		
Marshalltown	Albert Lea		107	5	125	125	7	45,625	228,125	48,942		
Albert Lea	Minneapolis		97	5	105	105	7	38,325	191,625	41,010		
Albia	Marshalltown	CNW 1	20	2	81	81	7	29,565	59,130	29,609		
Marshalltown	Albert Lea		38	2	125	125	7	45,625	91,250	46,310		
Albert Lea	Minneapolis		65	3	105	105	7	38,325	114,975	39,742		
Minneapolis	Albert Lea	CNW 2	81	3	105	105	7	38,325	114,975	40,210		
Albert Lea	Marshalltown		66	3	125	125	7	45,625	136,875	46,798		
Marshalltown	Albia		48	2	81	81	7	29,565	59,130	29,609		
Minneapolis	Albert Lea	CNW 94	55	2	105	105	7	38,325	76,650	39,332		
Albert Lea	Minneapolis	CNW 97	18	1	105	105	7	38,325	38,325	38,919		
St. Paul	Merriam	CNW W. FRT.	50	1	32	50	6	10,016	10,016	15,118		
Merriam	St. Paul		50	1	32	50	6	10,016	10,016	15,118		
St. Paul	Shakopee-St. Paul	CNW W. FRT.	23	1	51	100	6	15,963	15,963	30,236		
Savanna	River Jct.	MILW 67	113	4	169	169	7	61,685	246,740	61,184		
River Jct.	St. Paul		121	4	128	130	7	46,720	186,880	50,298		
St. Paul	River Jct.	MILW 76	119	4	128	128	7	46,720	186,880	49,566		
River Jct.	Savanna		144	4	169	169	7	61,685	246,740	61,678		
Des Moines	Madrid	MILW 71			See	Proposal No. 1						
Madrid	Des Moines	MILW 72			See	Proposal No. 1						
Savanna	Kansas City	MILW 65			See	Proposal No. 13						
Kansas City	Savanna	MILW 86			See	Proposal No. 13						
St. Paul	Austin	MILW 64	96	3	102	102	6	31,926	95,778	33,563		
Austin	St. Paul	MILW 63	76	3	102	102	6	31,926	95,778	33,173		
Total								967,817	3,080,391	\$1,024,860	\$1,320,317	\$2,345,177

Proposal No. 16 – PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	Austin	SPAU-2	21	1	102	102	6	31,926	31,926	\$ 32,487		
Austin	St. Paul	AUSP-1	35	1	102	102	6	31,926	31,926	32,487		
St. Paul	Merriam	W. FRT.	65	1	32	50	6	10,016	10,016	15,118		
Merriam	St. Paul		65	1	32	50	6	10,016	10,016	15,118		
St. Paul	Shakopee-St. Paul	W. FRT.	23	1	51	100	6	15,963	15,963	30,236		
Minneapolis	Albert Lea	CNW 94	53	2	104	104	7	37,960	75,920	38,983		
Albert Lea	Minneapolis	CNW 97	16	1	104	104	7	37,960	37,960	38,574		
Minneapolis	Albert Lea	MP-2	93	3	104	104	7	37,960	113,880	39,853		
Albert Lea	Marshalltown		93	3	125	125	7	45,625	136,875	47,355		
Marshalltown	Oskaloosa		28	2	58	58	7	21,170	42,340	21,585		
Oskaloosa	Monmouth		28	2	124	124	7	45,260	90,520	45,961		
Monmouth	Peoria		41	2	64	64	7	23,360	46,720	23,678		
Peoria	Monmouth	PM-1	47	2	64	64	7	23,360	46,720	23,678		
Monmouth	Oskaloosa		47	2	124	124	7	45,260	90,520	45,961		
Oskaloosa	Marshalltown		45	2	58	58	7	21,170	42,340	21,585		
Marshalltown	Albert Lea		90	3	125	125	7	45,625	136,875	47,355		
Albert Lea	Minneapolis		84	3	104	104	7	37,960	113,880	39,853		
Minneapolis	Albert Lea	MA-2	56	2	104	104	7	37,960	75,920	38,983		
Albert Lea	Marshalltown		42	2	125	125	7	45,625	91,250	46,310		
Marshalltown	Albia		27	2	81	81	7	29,565	59,130	29,609		
Albia	Marshalltown	AM-1	16	2	81	81	7	29,565	59,130	29,609		
Marshalltown	Albert Lea		40	2	125	125	7	45,625	91,250	46,310		
Albert Lea	Minneapolis		73	2	104	104	7	37,960	75,920	38,983		
Kansas City	Ottumwa	KCSP-6	64	3	198	198	7	72,270	216,810	72,553		
Ottumwa	Marshalltown		48	3	92	100	7	33,580	100,740	37,978		
Marshalltown	Austin		39	3	128	128	7	46,720	140,160	47,857		
Austin	St. Paul		44	3	102	102	7	37,230	111,690	38,684		
St. Paul	Austin	SPKC-6	93	3	102	102	7	37,230	111,690	39,138		
Austin	Marshalltown		79	3	128	128	7	46,720	140,160	47,857		
Marshalltown	Ottumwa		72	3	92	100	7	33,580	100,740	37,978		
Ottumwa	Kansas City		72	3	198	198	7	72,270	216,810	72,553		
Total								1,128,417	2,665,797	\$1,184,269	\$1,142,614	\$2,326,883
Decrease (or Increase)								(160,600)	414,594	\$(159,409)	\$ 177,703	\$ 18,294

Proposal No. 17 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Peoria	Minneapolis	CNW 19			See	Propo	sal No. 16					
Minneapolis	Peoria	CNW 20			See	Propo	sal No. 16					
Proviso	Council Bluffs	CNW 253			See	Propo	sal No. 1					
Council Bluffs	Clinton	CNW 254			See	Propo	sal No. 1					
Clinton	Nelson	CNW 385	129	3	33	50	7	12,045	36,135	\$ 19,624		
Nelson	South Pekin		162	4	94	100	7	34,310	137,240	39,756		
South Pekin	Benld		155	3	99	100	2	10,296	30,888	11,220		
Benld	Madison		138	3	37	50	2	3,848	11,544	5,592		
Madison	Benld	CNW 384	94	3	37	50	2	3,848	11,544	5,592		
Benld	South Pekin		89	3	99	100	2	10,296	30,888	10,948		
South Pekin	Nelson		99	4	94	100	7	34,310	137,240	38,803		
Nelson	Clinton		95	3	33	50	7	12,045	36,135	19,624		
Proviso	Minneapolis	CNW 477-479-483			See	Propo	sal No. 7					
Minneapolis	Proviso	CNW 488-490			See	Propo	sal No. 7					
Minneapolis	Chicago 40th St.	CNW 474			See	Propo	sal No. 7					
Des Moines	Proviso	CNW 124			See	Propo	sal No. 1					
Proviso	Madison	CNW 381-383			See	Propo	sal No. 14					
Madison	Proviso	CNW 380-386			See	Propo	sal No. 14					
St. Paul	Savanna	MILW 76			See	Propo	sal No. 16					
Savanna	St. Paul	MILW 67			See	Propo	sal No. 16					
Savanna	Ottumwa	MILW 2nd 75			See	Propo	sal No. 13					
Ottumwa	Savanna	MILW 70			See	Propo	sal No. 13					
Total								120,998	431,614	\$151,159	\$184,998	\$336,157

Proposal No. 17 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
St. Paul	River Jct.	SPSL-2	110	4	128	128	7	46,720	186,880	\$ 49,566		
River Jct.	Clinton		165	4	180	180	7	65,700	262,800	69,403		
Clinton	South Pekin		193	4	127	127	7	46,355	185,420	50,406		
South Pekin	Madison		104	3	136	136	7	49,640	148,920	51,284		
Madison	South Pekin	SLSP-1	73	1	136	136	7	49,640	148,920	49,611		
South Pekin	Clinton		144	4	127	127	7	46,355	185,420	49,603		
Clinton	River Jct.		113	4	180	180	7	65,700	262,800	68,605		
River Jct.	St. Paul		110	4	128	128	7	46,720	186,880	49,566		
Total								416,830	1,568,040	\$ 438,044	\$ 672,093	\$1,110,137
Decrease (or	Increase)							(295,832)	(1,136,426)	\$ (286,885)	\$(487,095)	\$ (773,980)

Proposal No. 18 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
BLANK												

Proposal No. 18 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
BLANK												

Proposal No. 19 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Marshfield	Fond du Lac	CNW 60	31	1	137	137	6	42,881	42,881	\$ 49,402		
Wisconsin Rapids Wisconsin Rapids	Nekoosa-W. Rapids Babcock-W. Rapids	MILW W. FRT.	20	1	16	100	3	2,496	2,496	18,327		
			20	1	36	100	3	5,616	5,616	18,327		
Total								50,993	50,993	\$ 86,056	\$21,857	\$107,913

Proposal No. 19 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Marshfield	Fond du Lac	CNW 60	31	1	123	123	6	38,499	38,499	\$ 44,623		
Wisconsin Rapids Wisconsin Rapids	Nekoosa-W. Rapids Babcock-W. Rapids	MILW W. FRT.	20	1	16	100	3	2,496	2,496	18,327		
			20	1	36	100	3	5,616	5,616	18,327		
Total								46,611	46,611	\$ 81,277	\$19,979	\$101,256
Decrease (or Increase)								4,382	4,382	\$ 4,779	\$ 1,878	\$ 6,657

Proposal No. 20 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Doland	Groton	CNW W. FRT.	11	1	39	39	1	2,028	2,028	\$ 1,959		
Groton	Doland		11	1	39	39	1	2,028	2,028	1,959		
Total								4,056	4,056	\$ 3,918	\$1,739	\$5,657

Proposal No. 20 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Doland	Ferney	CNW W. FRT.	11	1	30	30	1	1,560	1,560	\$ 1,507		
Ferney	Doland		11	1	31	31	1	1,612	1,612	1,557		
Total								3,172	3,172	\$ 3,064	\$1,360	\$4,424
Decrease (or	Increase)							884	884	\$ 854	\$ 379	\$1,233

Proposal No. 21 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Wausau	Tigerton	CNW 74	13	1	91	100	6	28,483	28,483	\$ 36,771		
Tigerton	Wausau	CNW 73	32	1	91	100	6	28,483	28,483	36,771		
Total								56,966	56,966	\$ 73,542	\$24,417	\$97,959

Proposal No. 21 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Wausau	Tigerton	CNW 74	13	1	87	100	6	27,231	27,231	\$ 36,771		
Tigerton	Wausau	CNW 73	32	1	87	100	6	27,231	27,231	36,771		
Total								54,462	54,462	\$ 73,542	\$23,344	\$96,886
Decrease (or	Increase)							2,504	2,504	\$ —	\$ 1,073	\$ 1,073

Proposal No. 22 – PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Davis Jct.	DeKalb	MILW 88	10	1	27	50	5	7,047	7,047	\$12,606		
DeKalb	Davis Jct.	MILW 87	10	1	27	50	5	7,047	7,047	12,606		
Total								14,094	14,094	\$25,212	\$6,041	\$31,253

Proposal No. 22 – PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
BLANK												
Decrease (or	Increase)							14,094	14,094	\$25,212	\$6,041	\$31,253

Proposal No. 23 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Lakeland Jct.	Stillwater-Lakeland Jct.	CNW W. FRT.	15	1	12	12	6	3,756	3,756	\$ 3,628		
Hastings	Stillwater	MILW 301	10	1	26	26	5	6,786	6,786	6,555		
Stillwater	Hastings	MILW 302	10	1	26	26	5	6,786	6,786	6,555		
Total								17,328	17,328	\$16,738	\$7,427	\$24,165

Proposal No. 23 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Lakeland Jct.	Stillwater-Lakeland Jct.	CNW W. FRT.	20	1	12	12	6	3,756	3,756	\$3,628		
Lakeland Jct.	Afton-Lakeland Jct.	CNW W. FRT.	20	1	11	11	6	3,443	3,443	3,326		
Total								7,199	7,199	\$6,954	\$3,086	\$10,040
Decrease (or	Increase)							10,129	10,129	\$9,784	\$4,341	\$14,125

Proposal No. 24 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Madison	Platteville	CNW 31	30	1	86	86	3	13,416	13,416	\$15,288		
Platteville	Madison	CNW 32	30	1	86	86	3	13,416	13,416	15,288		
Platteville Calamine	Calamine Platteville	MILW 92	35 35	1 1	17 17	17 17	2 2	1,768 1,768	1,768 1,768	2,077 2,077		
Total								30,368	30,368	\$34,730	\$13,016	\$47,746

Proposal No. 24 — PROPOSED

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Madison	Platteville	CNW 31	50	1	86	86	3	13,416	13,416	\$15,288		
Platteville	Madison	CNW 32	50	1	86	86	3	13,416	13,416	15,288		
Belmont Calamine	Calamine Belmont	MILW 92	35 35	1 1	10 10	10 10	2 2	1,040 1,040	1,040 1,040	1,222 1,222		
Total								28,912	28,912	\$33,020	\$12,392	\$45,412
Decrease (or	Increase)							1,456	1,456	\$ 1,710	\$ 624	\$ 2,334

Proposal No. 25 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Watersmeet	Antoine	CNW 32	35	1	73	100	1	3,796	3,796	\$ 5,023		
Watersmeet	Antoine		35	1	86	100	1	4,472	4,472	5,023		
Antoine	Stambaugh	CNW 33	29	1	59	100	2	6,136	6,136	10,046		
Stambaugh	Watersmeet	CNW 35	22	1	36	100	2	3,744	3,744	10,046		
Channing	Iron River-Channing	MILW W. FRT.	10	1	70	100	1	3,640	3,640	5,023		
Total								21,788	21,788	\$35,161	\$9,339	\$44,500

Proposal No. 25 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Watersmeet	Antoine	CNW 32	35	1	73	100	1	3,796	3,796	\$ 5,023		
Watersmeet	Antoine		35	1	86	100	1	4,472	4,472	5,023		
Antoine	Stambaugh	CNW 33	34	1	59	100	2	6,136	6,136	10,046		
Stambaugh	Watersmeet	CNW 35	36	1	36	100	2	3,744	3,744	10,046		
Total								18,148	18,148	\$30,138	\$7,778	\$37,916
Decrease (or Increase)								3,640	3,640	\$ 5,023	\$1,561	\$ 6,584

Proposal No. 26 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Savanna De Witt	De Witt Savanna	MILW W. FRT.	8 8	1 1	55 55	55 55	2 2	5,720 5,720	5,720 5,720	\$ 5,490 5,490		
Total								11,440	11,440	\$10,980	\$4,904	\$15,884

Proposal No. 26 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Savanna Welton	Welton Savanna	MILW W. FRT.	3 3	1 1	48 48	50 50	2 2	4,992 4,992	4,992 4,992	\$ 5,023 5,023		
Total								9,984	9,984	\$10,046	\$4,279	\$14,325
Decrease (or	Increase)							1,456	1,456	\$ 934	\$ 625	\$ 1,559

Proposal No. 27 — PRESENT

Terminals		Train Number	Max. Cars In Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Eau Claire	Winona	MILW 550	40	1	99	99	6	30,987	30,987	\$35,114		
Winona	Eau Claire	MILW 561	40	1	99	99	6	30,987	30,987	35,114		
Total								61,974	61,974	\$70,228	\$26,563	\$96,791

Proposal No. 27 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
Eau Claire	Durand	MILW 550	20	1	46	50	6	14,398	14,398	\$18,386		
Durand	Eau Claire	MILW 561	20	1	46	50	6	14,398	14,398	18,386		
Total								28,796	28,796	\$36,772	\$12,342	\$49,114
Decrease (or	Increase)							33,178	33,178	\$33,456	\$14,221	\$47,677

Proposal No. 28 — PRESENT

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
West Chicago	Freeport	CNW 95	39	1	91	100	6	28,483	28,483	\$30,236		
Freeport	West Chicago	CNW 94	36	1	91	100	6	28,483	28,483	30,236		
Bensenville	Savanna	MILW 63			See	Propo	sal No. 1					
Savanna	Bensenville	MILW 66			See	Propo	sal No. 1					
Milwaukee	Savanna	MILW 75			See	Propo	sal No. 13					
Savanna	Milwaukee	MILW 68			See	Propo	sal No. 13					
Rockford	Davis Jct.-Rockford	MILW Switch Run			See	Propo	sal No. 11					
Total								56,966	56,966	\$60,472	\$24,417	\$84,889

Proposal No. 28 — PROPOSED

Terminals		Train Number	Max. Cars in Train	No. of Units	Miles		Days Oper. Each Week	Annual				
From	To				Train	Paid		Train Miles	Locomotive Unit Miles	Crew Wages	Locomotive Expenses	Total
West Chicago	Freeport	CNW 95	43	1	91	100	6	28,483	28,483	\$30,236		
Freeport	West Chicago	CNW 94	43	1	91	100	6	28,483	28,483	30,236		
Total								56,966	56,966	\$60,472	\$24,417	\$84,889
Decrease (or	Increase)							—	—	\$ —	\$ —	\$ —

APPENDIX G

**Interchange At Chicago Terminal — Present and Proposed
North Western — Great Western — Milwaukee**

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed ¹
Baltimore and Ohio Chicago Terminal	CNW CGW Milwaukee ²	(BOCT) Robey Street (BOCT) Robey Street (MILW) Western Avenue	(BOCT) Robey Street (MILW) Western Avenue	Baltimore and Ohio Chicago Terminal	CNW CGW Milwaukee	(CNW) Proviso (CGW) Chicago Transfer (MILW) Western Avenue	(CNW) Proviso (MILW) Western Avenue
Belt Railway of Chicago	CNW CGW ³ Milwaukee	(BRC) 22nd St. Yard (BRC) 22nd St. Yard (CGW) Chicago Transfer (BRC) 22nd St. Yard	(BRC) 22nd St. Yard	Belt Railway of Chicago	CNW CGW ³ Milwaukee	(CNW) 40th Street (CNW) Proviso (BRC) 22nd St. Yard (CGW) Chicago Transfer (MILW) Bensenville (MILW) Galewood	(CNW) 40th Street (CNW) Proviso (MILW) Bensenville (MILW) Galewood
Chesapeake and Ohio	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate Via Intermediate	(CNW) Wood Street	Chesapeake and Ohio	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate Via Intermediate	(CNW) Wood Street
Chicago Burlington and Quincy	CNW CGW Milwaukee	(CBQ) Cicero Yard Via Intermediate Via Intermediate	(CBQ) Cicero Yard	Chicago Burlington and Quincy	CNW CGW Milwaukee	Via Intermediate Via Intermediate Via Intermediate	Via Intermediate
Erie-Lackawanna	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate Via Intermediate	(CNW) Wood Street	Erie-Lackawanna	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate (MILW) Western Avenue	(CNW) Wood Street (MILW) Western Avenue
Grand Trunk Western	CNW CGW Milwaukee ⁴	(CNW) 40th Street Via Intermediate Via Intermediate	(CNW) 40th Street	Grand Trunk Western	CNW CGW Milwaukee ⁴	(CNW) 40th Street Via Intermediate Via Intermediate	(CNW) 40th Street
Illinois Central	CNW CGW Milwaukee	Via Intermediate Via Intermediate Via Intermediate	Via Intermediate	Illinois Central	CNW CGW Milwaukee	Via Intermediate Via Intermediate (MILW) Western Avenue	(CNW) Wood Street ⁵
Indiana Harbor Belt	CNW CGW Milwaukee ⁴	(IHB) Lake Street (Proviso) (IHB) Bellwood (MILW) Bensenville (IHB) Norpaul	(IHB) Lake Street Proviso (IHB) Norpaul	Indiana Harbor Belt	CNW CGW Milwaukee	(CNW) Proviso (CGW) Bellwood (MILW) Bensenville (IHB) Norpaul	(CNW) Proviso (MILW) Bensenville

APPENDIX G—(Continued)

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed ¹
New York Central	CNW CGW Milwaukee ⁷	(NYC) Englewood-63rd St. Via Intermediate Via Intermediate	(NYC) Englewood-63rd St.	New York Central	CNW ⁷ CGW Milwaukee ⁷	(CNW) Proviso Via Intermediate (MILW) Bensenville	(CNW) Proviso (MILW) Bensenville
Norfolk and Western (Nickel Plate)	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate Via Intermediate	(CNW) Wood Street	Norfolk and Western (Nickel Plate)	CNW CGW Milwaukee	(CNW) Wood Street Via Intermediate (MILW) Western Avenue	(CNW) Wood Street (MILW) Western Avenue
Pennsylvania	CNW ⁸ CGW Milwaukee	(PRR) 59th Street (CNW) Proviso Via Intermediate (MILW) Western Avenue	(PRR) 59th Street (CNW) Proviso (MILW) Western Avenue	Pennsylvania	CNW ⁸ CGW Milwaukee	(PRR) 59th Street (CNW) Proviso Via Intermediate (MILW) Western Avenue	(PRR) 59th Street (CNW) Proviso (MILW) Western Avenue
Soo Line	CNW CGW Milwaukee	Via Intermediate (CGW) Chicago Transfer Via Intermediate	(CNW) Wood Street	Soo Line	CNW CGW Milwaukee	Via Intermediate (CGW) Chicago Transfer Via Intermediate	(CNW) Wood Street
Norfolk and Western (Wabash)	CNW CGW Milwaukee	Via Intermediate Via Intermediate Via Intermediate	Via Intermediate	Norfolk and Western (Wabash)	CNW CGW Milwaukee	Via Intermediate Via Intermediate (MILW) Western Avenue	(CNW) Wood Street (MILW) Western Avenue
Santa Fe	CNW CGW Milwaukee	(ATSF) Corwith Via Intermediate Via Intermediate	(ATSF) Corwith	Santa Fe	CNW CGW Milwaukee	Via Intermediate Via Intermediate Via Intermediate	Via Intermediate

Note 1—Where both North Western and Milwaukee are shown as points of receipts, it is proposed that line haul and Proviso area industry cars be delivered at North Western's Yard and that all other traffic be delivered at Milwaukee's Yard.

Note 2—Industry cars only.

Note 3—CGW delivers and pulls once each day from BRC 22nd Street Yard. BRC delivers and pulls once each day from CGW Chicago Transfer.

Note 4—Grand Trunk Western delivers to Milwaukee in train load interchanges by arrangement with Indiana Harbor Belt and Milwaukee delivers to Grand Trunk Western in the same manner.

Note 5—Interchange limited to type of present interchange, i.e., perishable traffic from Illinois Central to Milwaukee.

Note 6—It is proposed to deliver industry cars originating at Bensenville to TBB at Norwalk.

Note 7—New York Central delivers to both North Western and Milwaukee in train load interchanges by arrangement with Indiana Harbor Belt. Milwaukee delivers to New York Central via TBB by special arrangement.

Note 8—North Western and Pennsylvania each deliver and pull at each other's yards on a reciprocal basis.

APPENDIX G—(Continued)

**Interchange At St. Paul — Present and Proposed
North Western — Great Western — Milwaukee**

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed
Burlington	(E. St. Paul) CNW (Western Ave.) CNW (State Street) CGW (Hoffman Ave.) CGW Milwaukee	(CBQ) North Yard (CBQ) North Yard (CBQ) North Yard (CGW) Hoffman Ave. (CBQ) Dayton's Bluff	(CBQ) Dayton's Bluff (CGW) Hoffman Ave. ¹	Burlington	(E. St. Paul) CNW CNW CGW CGW Milwaukee	(CBQ) North Yard (CNW) Western Ave. (CGW) State Street (CGW) Hoffman Ave. (MILW) Pigs Eye Yard	(CNW) Western Ave. ² (MILW) Pigs Eye Yard (CGW) Hoffman Ave. ¹
Great Northern	(E. St. Paul) CNW (Western Ave.) CNW (State Street) CGW (Hoffman Ave.) CGW Milwaukee Milwaukee	(GN) Como Yard (GN) Como Yard ³ (CNW) Western Ave. ³ (GN) Como Yard (CGW) Hoffman Ave. (GN) Como Yard ⁴ Minnesota Transfer ⁵	(GN) Como Yard (GN) Como Yard ³ (CNW) Western Ave. ³ (CGW) Hoffman Ave. ¹	Great Northern	CNW CNW CGW CGW Milwaukee Milwaukee	(CNW) E. St. Paul (CNW) Western Ave. ³ (GN) Como Yard ³ (CGW) State Street (CGW) Hoffman Ave. (MILW) Pigs Eye Yard ⁴ Minnesota Transfer ⁵	(CNW) Western Ave. ³ (GN) Como Yard ³ (CGW) Hoffman Ave. ¹ (MILW) Pigs Eye Yard ²
Northern Pacific	(E. St. Paul) CNW (Western Ave.) CNW (State Street) CGW (Hoffman Ave.) CGW Milwaukee Milwaukee	(NP) Fourth Street (CNW) Western Ave. ³ (NP) Mississippi Street (CGW) Hoffman Ave. ¹ (NP) Mississippi Street ⁴ Minnesota Transfer ⁵	(CNW) Western Ave. ³ (NP) Mississippi Street (CGW) Hoffman Ave. ¹	Northern Pacific	CNW CNW CGW CGW Milwaukee Milwaukee	(CNW) Prince Street (CNW) Western Ave. ³ (CGW) State Street (CGW) Hoffman Ave. ¹ (MILW) Pigs Eye Yard ⁴ Minnesota Transfer ⁵	(CNW) Western Ave. ³ (CNW) Hoffman Ave. ¹ (MILW) Pigs Eye Yard ²
Rock Island	CNW CGW Milwaukee	Via Milwaukee (CGW) State Street (CGW) So. St. Paul (MILW) Old Yard	(MILW) Old Yard (CGW) So. St. Paul	Rock Island	CNW CGW Milwaukee	Via Milwaukee (CGW) State Street (CGW) So. St. Paul (MILW) Old Yard	(MILW) Old Yard (CGW) So. St. Paul
Soo Line	CNW CGW (Hoffman Ave.) CGW Milwaukee	(SOD) Buckley (E. St. Paul) Via Northern Pacific Via Northern Pacific Minnesota Transfer	(SOD) Buckley (E. St. Paul) Via Nor. Pacific (CGW Hoffman Ave.)	Soo Line	CNW CGW CGW Milwaukee	(CNW) Buckley (E. St. Paul) Via Northern Pacific Via Nor. Pac. (CGW Hoffman Ave.) Minnesota Transfer	(CNW) Buckley (E. St. Paul) (CGW) Via Northern Pacific (CGW Hoffman Ave.)

Note 1—Hoffman Avenue interchanges are and will be limited to traffic originating or terminating at CGW's South St. Paul industries.

Note 2—Burlington delivers select traffic to North Western at Western Avenue. It is proposed to continue this arrangement.

Note 3—North Western and Great Northern alternately deliver and pull cars from each other's yards on an alternating monthly basis starting on the 20th day of each month.

Note 4—Milwaukee delivers switch cars to Great Northern and Northern Pacific at Como Yard and Mississippi Street Yard, respectively. Great Northern and Northern Pacific likewise deliver switch cars to Milwaukee Road at Pigs Eye Yard.

Note 5—Line haul cars are interchanged between Milwaukee and Great Northern and between Milwaukee and Northern Pacific at Minnesota Transfer. See Minneapolis proposals for this interchange of traffic.

Note 6—Northern Pacific delivers and pulls cars from North Western's Western Avenue Yard. It is proposed to continue this arrangement.

Note 7—It is proposed to interchange both switch cars and line haul cars from Great Northern and Northern Pacific at Pigs Eye Yard consistent with exceptions shown in notes above.

APPENDIX G—(Continued)

Interchange At Minneapolis — Present and Proposed
North Western — Great Western — Milwaukee

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed
Burlington		See Great Northern	See Great Northern	Burlington		See Great Northern	See Great Northern
Great Northern	(E. Minneapolis) CNW (Cedar Lake) CNW (E. Minneapolis) CGW (State Street) CGW (East Side) Milwaukee	(GN) Union Yard (GN) Lyndale Yard (GN) Union Yard Minnesota Transfer (GN) Union Yard-D	(GN) Union Yard (GN) Lyndale Yard (GN) Union Yard-D	Great Northern	CNW CNW CGW CGW Milwaukee	(CNW) E. Minneapolis Yard (CNW) Cedar Lake Yard (CGW) E. Minneapolis Yard Minnesota Transfer (MILW) East Side Yard	(MILW) Bass Lake Yard ¹ (CNW) E. Minneapolis Yard ² (CGW) E. Minneapolis Yard ² (MILW) Pigs Eye Yard ¹ (MILW) East Side Yard ²
Northern Pacific	(E. Minneapolis) CNW (Cedar Lake) CNW (E. Minneapolis) CGW (State Street) CGW (East Side) Milwaukee	(NP) Park Jct. (NP) 14th Street Yard (NP) Eustis Yard Minnesota Transfer (NP) Eustis Yard	(NP) Park Jct. (NP) 14th Street Yard (NP) Eustis Yard	Northern Pacific	CNW CNW CGW CGW Milwaukee	(NP) Park Jct. (NP) 14th Street Yard Minnesota Transfer (CGW) E. Minneapolis Yard (MILW) East Side Yard	(MILW) Bass Lake Yard ¹ (NP) Park Jct. ² (CGW) E. Minneapolis Yard ² (MILW) Pigs Eye Yard ¹ (MILW) East Side Yard ²
Rock Island	CNW CGW Milwaukee	Minnesota Transfer Minnesota Transfer (MILW) Garden Yard	(MILW) Garden Yard	Rock Island	CNW CGW Milwaukee	Minnesota Transfer Minnesota Transfer (MILW) Garden Yard	(MILW) Garden Yard
Soo Line	(E. Minneapolis) CNW (Cedar Lake) CNW (E. Minneapolis) CGW (State Street) CGW (East Side) Milwaukee	Minnesota Transfer Railway Transfer Via Gr. Nor. or Nor. Pac. Minnesota Transfer Via Nor. Pac. (Eustis Yard)	(CNW) Railway Transfer	Soo Line	(E. Minneapolis) CNW (Cedar Lake) CNW (State Street) CGW (E. Minneapolis) CGW (East Side) Milwaukee	Minnesota Transfer Railway Transfer Minnesota Transfer Via Gr. Nor. or Nor. Pac. Via Northern Pacific	CNW Railway Transfer ³

Note 1—It is proposed to have select line haul cars designated by the new company to be delivered at Bass Lake and Pigs Eye Yards.

Note 2—It is proposed to have select industry cars designated by the new company to be delivered at East Minneapolis (CNW and CGW) and East Side (Milwaukee).

Note 3—All interchange traffic from Soo Line will be received at Railway Transfer provided Soo Line pre-blocks cars as designated by the new company.

APPENDIX H

Interchange At Chicago Terminal — Present and Proposed North Western — Milwaukee (Excluding Great Western)

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed ¹
Baltimore and Ohio Chicago Terminal	CNW Milwaukee ²	(BOCT) Robey Street (MILW) Western Avenue	(BOCT) Robey Street (MILW) Western Avenue	Baltimore and Ohio Chicago Terminal	CNW Milwaukee	(CNW) Proviso (MILW) Western Avenue	(CNW) Proviso (MILW) Western Avenue
Belt Railway of Chicago	CNW Milwaukee	(BRC) 22nd St. Yard (BRC) 22nd St. Yard	(BRC) 22nd St. Yard	Belt Railway of Chicago	CNW Milwaukee	(CNW) 40th Street (CNW) Proviso (MILW) Bensenville (MILW) Galewood	(CNW) 40th Street (CNW) Proviso (MILW) Bensenville (MILW) Galewood
Chesapeake and Ohio	CNW Milwaukee	(CNW) Wood Street Via Intermediate	(CNW) Wood Street	Chesapeake and Ohio	CNW Milwaukee	(CNW) Wood Street Via Intermediate	(CNW) Wood Street
Chicago Burlington and Quincy	CNW Milwaukee	(CBQ) Cicero Yard Via Intermediate	(CBQ) Cicero Yard	Chicago Burlington and Quincy	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate
Erie-Lackawanna	CNW Milwaukee	(CNW) Wood Street Via Intermediate	(CNW) Wood Street	Erie-Lackawanna	CNW Milwaukee	(CNW) Wood Street (MILW) Western Avenue	(CNW) Wood Street
Grand Trunk Western	CNW Milwaukee ³	(CNW) 40th Street Via Intermediate	(CNW) 40th Street	Grand Trunk Western	CNW Milwaukee ³	(CNW) 40th Street Via Intermediate	(CNW) 40th Street
Illinois Central	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate	Illinois Central	CNW Milwaukee	Via Intermediate (MILW) Western Avenue	(CNW) Wood Street ⁴
Indiana Harbor Belt	CNW Milwaukee ⁵	(IHB) Lake Street (Proviso) (MILW) Bensenville (IHB) Norpaul	(IHB) Lake Street (Proviso) (IHB) Norpaul	Indiana Harbor Belt	CNW Milwaukee	(CNW) Proviso (MILW) Bensenville (IHB) Norpaul	(CNW) Proviso (MILW) Bensenville

APPENDIX H—(Continued)

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed ¹
New York Central	CNW Milwaukee ⁶	(CNW) Englewood—63rd St. Via Intermediate	(NYC) Englewood—63rd St.	New York Central	CNW ⁶ Milwaukee ⁶	(CNW) Proviso (MILW) Bensenville	(CNW) Proviso (MILW) Bensenville
Norfolk and Western (Nickel Plate)	CNW Milwaukee	(CNW) Wood Street Via Intermediate	(CNW) Wood Street	Norfolk and Western (Nickel Plate)	CNW Milwaukee	(CNW) Wood Street (MILW) Western Avenue	(CNW) Wood Street (MILW) Western Avenue
Pennsylvania	CNW ⁷ Milwaukee	(PRR) 59th Street (CNW) Proviso (MILW) Western Avenue	(PRR) 59th Street (CNW) Proviso (MILW) Western Avenue	Pennsylvania	CNW ⁷ Milwaukee	(PRR) 55th Street (CNW) Proviso (MILW) Western Avenue	(PRR) 55th Street (CNW) Proviso (MILW) Western Avenue
Soo Line	CNW Milwaukee	Via Intermediate Via Intermediate	(CNW) Wood Street	Soo Line	CNW Milwaukee	Via Intermediate Via Intermediate	(CNW) Wood Street
Norfolk and Western (Wabash)	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate	Norfolk and Western (Wabash)	CNW Milwaukee	Via Intermediate (MILW) Western Avenue	(CNW) Wood Street (MILW) Western Avenue
Santa Fe	CNW Milwaukee	(ATSF) Corwith Via Intermediate	(ATSF) Corwith	Santa Fe	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate
Chicago Great Western	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate	Chicago Great Western	CNW Milwaukee	Via Intermediate Via Intermediate	Via Intermediate

Note 1—Where both North Western and Milwaukee are shown as points of receipts, it is proposed that line haul and Proviso area industry cars be delivered at North Western's yard and that all other traffic be delivered at Milwaukee's yard.

Note 2—Industry cars only.

Note 3—Grand Trunk Western delivers to Milwaukee in train load interchanges by arrangement with Indiana Harbor Belt, and Milwaukee delivers to Grand Trunk Western in the same manner.

Note 4—Interchange limited to type of present interchange, i.e., perishable traffic from Illinois Central to Milwaukee.

Note 5—It is proposed to deliver industry cars originating at Bensenville to IHB at Norwalk.

Note 6—New York Central delivers to both North Western and Milwaukee in train load interchanges by arrangement with Indiana Harbor Belt. Milwaukee delivers to New York Central via IHB by special arrangement.

Note 7—North Western and Pennsylvania each deliver and pull at each other's yards on a reciprocal basis.

APPENDIX H—(Continued)

**Interchange At St. Paul — Present and Proposed
North Western — Milwaukee
(Excluding Great Western)**

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed
Burlington	(E. St. Paul) CNW (Western Ave.) CNW Milwaukee	(CBO) North Yard (CBO) North Yard (CBO) Dayton's Bluff	(CBO) Dayton's Bluff	Burlington	CNW CNW Milwaukee	(CBO) North Yard (CNW) Western Ave. (MILW) Pigs Eye Yard	(CNW) Western Ave. ¹ (MILW) Pigs Eye Yard
Great Northern	(E. St. Paul) CNW (Western Ave.) CNW Milwaukee Milwaukee	(GN) Como Yard (GN) Como Yard ² (CNW) Western Ave. ² (GN) Como Yard ³ Minnesota Transfer ⁴	(GN) Como Yard (GN) Como Yard ² (CNW) Western Ave. ¹	Great Northern	CNW CNW Milwaukee Milwaukee	(CNW) E. St. Paul (CNW) Western Ave. ² (GN) Como Yard ¹ (MILW) Pigs Eye Yard ³ Minnesota Transfer ⁴	(CNW) Western Ave. ² (GN) Como Yard ³ (MILW) Pigs Eye Yard ³
Northern Pacific	(E. St. Paul) CNW (Western Ave.) CNW Milwaukee Milwaukee	(NP) Fourth Street (CNW) Western Ave. ⁴ (NP) Mississippi Street ¹ Minnesota Transfer ⁴	(CNW) Western Ave. ⁴ (NP) Mississippi Street	Northern Pacific	CNW CNW Milwaukee Milwaukee	(CNW) Prince Street (CNW) Western Ave. ⁵ (MILW) Pigs Eye Yard ⁵ Minnesota Transfer ⁴	(CNW) Western Ave. ⁴ (MILW) Pigs Eye Yard ⁵
Rock Island	CNW Milwaukee	Via Milwaukee (MILW) Old Yard	(MILW) Old Yard	Rock Island	CNW Milwaukee	Via Milwaukee (MILW) Old Yard	(MILW) Old Yard
Soo Line	CNW Milwaukee	(SOO) Buckley (E. St. Paul) Minnesota Transfer	(SOO) Buckley (E. St. Paul)	Soo Line	CNW Milwaukee	(CNW) Buckley (E. St. Paul) Minnesota Transfer	(CNW) Buckley (E. St. Paul)
Chicago Great Western	CNW Milwaukee	(CNW) Western Ave. ⁷ (CGW) State Street ⁷ (CGW) Hoffman Ave. ⁸ (MILW) Old Yard ⁸ (CGW) State Street ⁸ (CGW) Hoffman Ave. ⁹	(MILW) Old Yard ⁸ (CGW) State Street ⁸ (CGW) Hoffman Ave. ⁹	Chicago Great Western	CNW Milwaukee	(CNW) Western Ave. ⁷ (CGW) State Street ⁷ (CGW) Hoffman Ave. ⁸ (MILW) Old Yard ⁸ (CGW) State Street ⁸ (CGW) Hoffman Ave. ⁹	(MILW) Old Yard ⁸ (CGW) State Street ⁸ (CGW) Hoffman Ave. ⁹

Note 1—Burlington delivers select traffic to North Western at Western Avenue. It is proposed to continue this arrangement.

Note 2—North Western and Great Northern alternately deliver and pull cars from each other's yards on an alternating basis starting on the 20th day of each month.

Note 3—Milwaukee delivers switch cars to Great Northern and Northern Pacific at Como Yard and Mississippi Street Yard, respectively. Great Northern and Northern Pacific likewise deliver switch cars to Milwaukee Road at Pigs Eye Yard.

Note 4—Line haul cars are interchanged between Milwaukee and Great Northern and between Milwaukee and Northern Pacific at Minnesota Transfer. See Minneapolis proposals for this interchange of traffic.

Note 5—It is proposed to interchange both switch cars and line haul cars from Great Northern and Northern Pacific at Pigs Eye Yard consistent with exceptions shown in notes above.

Note 6—Northern Pacific delivers and pulls cars from North Western's Western Avenue Yard. It is proposed to continue this arrangement.

Note 7—North Western and Great Western alternately deliver and pull cars from each other's yard on a monthly basis.

Note 8—Great Western and Milwaukee alternately deliver and pull cars from each other's yard on a monthly basis.

APPENDIX H—(Continued)

**Interchange At Minneapolis—Present and Proposed
North Western — Milwaukee
(Excluding Great Western)**

Deliveries to Connecting Lines				Receipts From Connecting Lines			
To	From	Present	Proposed	From	To	Present	Proposed
Burlington		See Great Northern	See Great Northern	Burlington		See Great Northern	See Great Northern
Great Northern	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	(GN) Union Yard (GN) Lyndale Yard (GN) Union Yard-D	(GN) Union Yard (GN) Lyndale Yard (GN) Union Yard-D	Great Northern	CNW CNW Milwaukee	(CNW) E. Minneapolis Yard (CNW) Cedar Lake Yard (MILW) East Side Yard	(MILW) Bass Lake Yard ¹ (CNW) E. Minneapolis Yard ² (MILW) Pigs Eye Yard ¹ (MILW) East Side Yard ²
Northern Pacific	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	(NP) Park Jct. (NP) 14th Street Yard (NP) Eustis Yard	(NP) Park Jct. (NP) 14th Street Yard (NP) Eustis Yard	Northern Pacific	CNW CNW Milwaukee	(NP) Park Jct. (NP) 14th Street Yard (MILW) East Side Yard	(MILW) Bass Lake Yard ¹ (NP) Park Jct. ² (MILW) Pigs Eye Yard ¹ (MILW) East Side Yard ²
Rock Island	CNW Milwaukee	Minnesota Transfer (MILW) Garden Yard	(MILW) Garden Yard	Rock Island	CNW Milwaukee	Minnesota Transfer (MILW) Garden Yard	(MILW) Garden Yard
Soo Line	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	Minnesota Transfer Railway Transfer Via Nor. Pac. (Eustis Yard)	(CNW) Railway Transfer	Soo Line	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	Minnesota Transfer Railway Transfer Via Northern Pacific	(CNW) Railway Transfer ¹
Chicago Great Western	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	Via Great Northern Via Railway Transfer (MILW) East Side Yard	(MILW) East Side Yard	Chicago Great Western	(E. Minneapolis) CNW (Cedar Lake) CNW (East Side) Milwaukee	Via Great Northern Via Railway Transfer (MILW) East Side Yard	(MILW) East Side Yard

Note 1—It is proposed to have select line haul cars designated by the new company to be delivered at Bass Lake or Pigs Eye Yards.

Note 2—It is proposed to have select industry cars designated by the new company to be delivered at East Minneapolis (CNW) and East Side yard (Milwaukee).

Note 3—All interchange traffic from Soo Line will be received at Railway Transfer provided Soo Line pre-blocks cars as designated by the new company.