

RC-117100

NORFOLK & WESTERN

1986

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R-1

# annual report

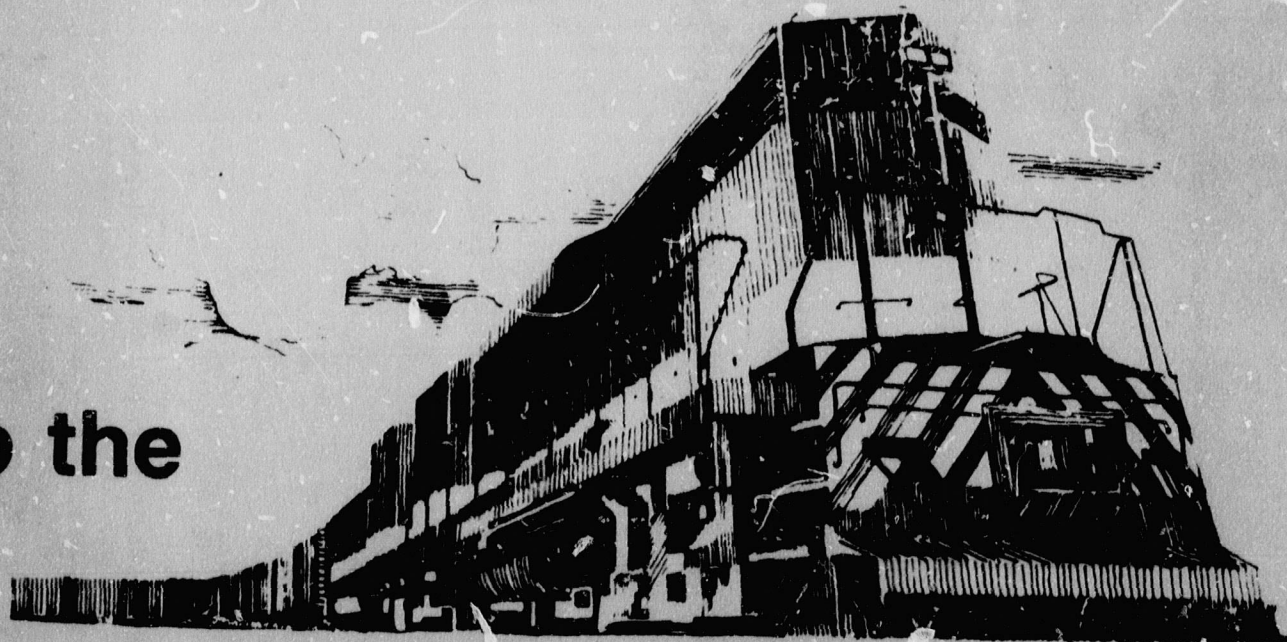
APPROVED BY OMB  
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EXPIRES 3-31-87



**NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES**

(PRINCIPALLY NORFOLK AND WESTERN RAILWAY AND  
SOUTHERN RAILWAY CONSOLIDATED)

to the



**Interstate Commerce Commission**

**FOR THE YEAR ENDED DECEMBER 31, 1986**

# ANNUAL REPORT

OF

**NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES**

**(PRINCIPALLY NORFOLK AND WESTERN RAILWAY AND  
SOUTHERN RAILWAY CONSOLIDATED)**

(See page 4 for listing of companies included)

TO THE

## INTERSTATE COMMERCE COMMISSION

FOR THE

**YEAR ENDED DECEMBER 31, 1986**

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

(Name) L. I. Prillaman, Jr. (Title) Vice President-Accounting

(Telephone number) (804) 629-2770

(Area code)

(Telephone number)

(Office address) One Commercial Place, 3rd Floor, Norfolk, VA 23510-2191

(Street and number, city, State, and ZIP code)



## SPECIAL NOTICE

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

Revisions to this report resulted from the following Commission's decisions, copies of which were served on all railroads:

Ex Parte No. 455

Title: Revision to the Uniform Systems of Accounts for Railroads

Decision Date

Listing of schedules that have been changed from the preceding year and description of the changes.

Schedule 210	Retitled Accounts 518 & 550 and deleted accounts 535 & 543 and renumbered line items.
Schedule 330	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 330A	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 332	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 335	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 339	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 340	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 342	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 350	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 351	Added Account 59 computer systems and word processing equipment and renumbered.
Schedule 352B	Added Account 59 computer systems and word processing equipment and renumbered.

Changes were made to the following schedules.

Schedule 200	Line 16 added Sch. 310A and added Item No. 8 Marketable Equity Securities.
Schedule 332	Changed Item No. 3, and added 1/1 over col. d, and 12/1 over col. c and Line 40 NA in cols. d and g.
Schedule 535	Changed Item No. 1.
Schedule 416B	Changed to Sch. 416A.
Schedule 416A	Changed to Sch. 418.
Schedule 710	Lines 59-67 updated Class of Equipment.
Schedule 710S	Changed Item No. 1.

### SPECIAL NOTICE

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

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

### ESTIMATE OF REPORTING BURDEN

In order to monitor carrier reporting burden and to satisfy OMB requirements pursuant to Public Law 96-511, it is requested that you furnish the following information:

(1) Best estimate of the number of staff hours required to complete this report. In making this estimate please include the number of hours attributable to preparing the report and any special compilations contained in this report that would not generally be maintained or used by management for purposes other than reporting to this Commission.

TOTAL HOURS (Estimated) \_\_\_\_\_

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate include only the incremental staff hours required for the USOA (those hours in addition to the data needs of management and requirements of other Federal and State agencies).

TOTAL HOURS (Estimated) \_\_\_\_\_

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate include only the incremental costs required for the Commission's rules (those costs in addition to retention requirements of management and other Federal and State agencies).

TOTAL HOURS (Estimated) \_\_\_\_\_

Storage costs (Estimated) \_\_\_\_\_



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**A. SCHEDULES OMITTED BY RESPONDENT**

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

Page	Schedule No.	Title
		NONE



## B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Norfolk Southern Combined Railroad Subsidiaries\*(principally Norfolk and Western Railway and Southern Railway Consolidated)

2. Date of incorporation Norfolk and Western Railway Company - January 15, 1896; Southern Railway Company - June 18, 1894

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees Norfolk and Western Railway Company - Organized September 24, 1896 under Act of General Assembly of VA, approved January 15, 1896.  
Southern Railway Company - Organized under and by virtue of an act of assembly of the State of Virginia, approved February 20, 1894

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars Effective June 1, 1982, Norfolk and Western Railway Company and Southern Railway Company became wholly owned subsidiaries of Norfolk Southern Corporation, a Holding Company organized under the laws of the Commonwealth of Virginia on July 23, 1980, as NWS Enterprises, Inc. On November 2, 1981 by Certificate of Amendment issued by the State Corporation Commission of Virginia, the name of NWS Enterprises, Inc., was changed to Norfolk Southern Corporation.

\*See note, page 4 "Principles of Combined Reporting"

## STOCKHOLDERS REPORTS

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

Check appropriate box:

☐ Two copies are attached to this report.

☐ Two copies will be submitted \_\_\_\_\_  
(date)

☒ No annual report to stockholders is prepared.

Not applicable for "Norfolk Southern Combined Railroad Subsidiaries." Enclosed with this Report Form R-1 are copies of SEC Annual Reports Form 10-K for year ended December 31, 1986 for the following companies:

Norfolk Southern Corporation  
Norfolk and Western Railway Company  
Southern Railway Company

**C. VOTING POWERS AND ELECTIONS**

1. State the par value of each share of stock. Common, \$            per share; first preferred, \$            per share; second preferred, \$            per share; debenture stock, \$            per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote.
3. Are voting rights proportional to holdings?            If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock?            If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method?            If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year.            votes, as of            (Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7.            stockholders.

9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

**\*See Schedule 230**

See Schedule 230				NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled		Stock		
				Common (d)	PREFERRED		
	(a)	(b)	(c)		Second (e)	First (f)	
1							1
2							2
3			See Schedule 230				3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
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16							16
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20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30



## C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. See Schedule 230  
votes cast.

11. Give the date of such meeting. \_\_\_\_\_

12. Give the place of such meeting. \_\_\_\_\_

## NOTES AND REMARKS

Principles of Combined Reporting

Norfolk Southern COMBINED railroad subsidiaries includes the affiliated railroads under the COMMON CONTROL of Norfolk Southern Corporation. The major subsidiaries are Norfolk and Western Railway Company and consolidated subsidiaries (NW) and Southern Railway Company and consolidated subsidiaries (SR). See listing of companies included in combined rail reporting below. Nonrailroad subsidiaries whose assets and operations are not deemed to be an integral part of rail operations are included in this combined report in the following classifications:

Balance Sheet - Fixed Capital Assets - "Property Used in Other Than Carrier Operations"  
Results of Operations - "Other Income"

All significant intercompany balances and transactions have been eliminated in combination.

This form of combined reporting was approved by the ICC Accounting and Valuation Board on March 23, 1987, as indicated in Chairman William F. Moss, III's letter.

The following companies are included in the combined rail reporting to the Interstate Commerce Commission:

Class I

Alabama Great Southern Railroad Company, The  
Central of Georgia Railroad Company  
Cincinnati, New Orleans & Texas Pacific  
Railway Company, The  
Norfolk and Western Railway Company  
Southern Railway Company

Class II

Carolina and Northwestern Railway Company  
Georgia Southern and Florida Railway Company

Class III

Atlantic and East Carolina Railway Company  
Camp Lejeune Railroad Company  
Chattanooga Station Company  
Chesapeake Western Railway  
Georgia Northern Railway Company, The  
Interstate Railroad Company  
Live Oak, Perry and South Georgia Railway Company  
Louisiana Southern Railway Company  
New Orleans Terminal Company  
Norfolk and Portsmouth Belt Line Railroad Company  
St. Johns River Terminal Company  
State University Railroad Company  
Tennessee, Alabama & Georgia Railway Company  
Tennessee Railway Company

Lessors and Other

Airforce Pipeline, Inc.  
Arrowood-Southern Company  
Arrowood Southern Executive Park, Inc.  
Atlanta and Charlotte Air Line Railway Company, The  
Blue Ridge Railway Company  
Charlotte-Southern Corporation

Lessor and Other (continued)

Chattanooga Terminal Railway Company  
Citico Realty Company  
Danville and Western Railway Company  
Durham and South Carolina Railroad Company  
Elberton Southern Railway Company  
Georgia Midland Railway Company, The  
High Point, Randleman, Asheboro and  
Southern Railroad Company  
Lake Erie Dock Company  
Lambert's Point Docks, Incorporated  
Memphis and Charleston Railway Company  
Mobile and Birmingham Railroad Company  
National Investment Company, The  
Nickel Plate Improvement Company, Inc., The  
Norfolk Southern Industrial Development  
Corporation  
North Carolina Midland Railroad Company, The  
NW Equipment Corporation  
Pioneer Freight, Inc.  
Pocahontas Development Corporation  
Pocahontas Land Corporation  
Shenandoah-Virginia Corporation  
South Western Rail Road Company, The  
Southern Rail Terminals, Inc.  
Southern Rail Terminals of Alabama, Inc.  
Southern Rail Terminals of North Carolina, Inc.  
Southern Railway - Carolina Division  
Southern Region Coal Transport, Inc.  
Southern Region Industrial Realty, Inc.  
Southern Region Materials Supply, Inc.  
Southern Region Motor Transport, Inc.  
Transylvania Railroad Company  
Virginia and Southwestern Railway Company  
Virginia Holding Corporation  
Wabash Railroad Company  
Wheeling and Lake Erie Railway Company, The  
Yadkin Railroad Company

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS**  
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			<b>Current Assets</b>	<i>12/31/86</i>	<i>12/31/85</i>	
1		701	Cash	33,836	50,856	1
2		702	Temporary Cash Investments	686,401	677,263	2
3		703	Special Deposits	534	511	3
			Accounts Receivable			
4		704	- Loan and Notes	1,814	1,835	4
5		705	- Interline and Other Balances	18,236	18,312	5
6		706	- Customers	209,363	255,881	6
7		707	- Other	51,588	59,213	7
8		709, 708	- Accrued Accounts Receivables	333,175	423,299	8
9		708.5	- Receivables from Affiliated Companies	28,597	-	9
10		709.5	- Less: Allowance for Uncollectible Accounts	11,733	15,684	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	77,911	57,402	11
12		712	Materials and Supplies	47,684	73,452	12
13		713	Other Current Assets	8,455	7,079	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>1,485,861</b>	<b>1,599,419</b>	14
			<b>Other Assets</b>			
15		715, 716, 717	Special Funds	33,623	96,741	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	395,571	281,241	16
17		722, 723	Other Investments and Advances	5,510	58,565	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$55,596 and \$58,065, respectively	227,435	155,541	19
20		739, 741	Other Assets	13,103	31,518	20
21		743	Other Deferred Debits	11,346	8,484	21
22		744	Accumulated Deferred Income Tax Debits			22
23			<b>TOTAL OTHER ASSETS</b>	<b>686,588</b>	<b>632,090</b>	23
			<b>Road and Equipment</b>			
24		731, 732	Road (Schedules 330 and 330A)	6,142,244	5,844,589	24
25			Equipment	3,948,878	3,953,351	25
26			Unallocated Items			26
27			Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(3,149,412)	(3,148,623)	27
28			Net Road and Equipment	6,941,710	6,649,317	28
29	*		<b>TOTAL ASSETS</b>	<b>9,114,159</b>	<b>8,880,826</b>	29

**NOTES AND REMARKS**



**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY**  
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
<b>Current Liabilities</b>						
30		751	Loans and Notes Payable	-	-	30
31		752	Accounts Payable; Interline and Other Balances	5,945	7,356	31
32		753	Audited Accounts and Wages	84,313	93,005	32
33		754	Other Accounts Payable	12,846	12,904	33
34		755, 756	Interest and Dividends Payable	27,542	33,287	34
35		757	Payables to Affiliated Companies	-	144,657	35
36		759	Accrued Accounts Payable	475,349	456,592	36
37		760, 761, 761.5, 762	Taxes Accrued	138,469	110,922	37
38		763	Other Current Liabilities	107,956	109,082	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	105,503	125,175	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>957,923</b>	<b>1,092,980</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded Debt Unmatured	182,013	207,115	41
42		766	Equipment Obligations	574,261	576,531	42
43		766.5	Capitalized Lease Obligations	14,166	16,358	43
44		768	Debt in Default	-	-	44
45		769	Accounts payable; Affiliated Companies	-	-	45
46		770.1, 770.2	Unamortized Debt Premium	( 2,660)	( 2,493)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,512,656	2,412,360	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	262,861	247,651	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>3,543,297</b>	<b>3,457,522</b>	<b>51</b>
<b>Shareholders' Equity</b>						
52		791, 792	Total Capital Stock: (Schedule 230) (L 53&54)	447,535	447,535	52
53			Common Stock	447,535	447,535	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	210,647	210,647	56
<b>Retained Earnings:</b>						
57		797	Appropriated	17,236	17,236	57
58		798	Unappropriated (Schedule 220)	3,937,521	3,654,906	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Stockholders Equity	4,612,939	4,330,324	61
62	*		<b>TOTAL LIABILITIES AND SHAREHOLDERS EQUITY</b>	<b>9,114,159</b>	<b>8,880,826</b>	<b>62</b>

**NOTES AND REMARKS**

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

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

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made None \$           

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

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund See page 9 \$           

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

(i) If funding is by insurance, give name of insuring company Not applicable

If funding is by trust agreement, list trustee(s) First Pennsylvania Bank

Date of trust agreement or latest amendment 1/1/87

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

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement See page 9

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

Yes X No       

If yes, give number of the shares for each class of stock or other security: See page 9

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes X No        If yes, who determines how stock is voted? See page 9A

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes X No        See page 9A

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ 9,901

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ 1,245

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

Continued on following page



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

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

Disclose all items amounting to \$100,000 or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed.

NS combined rail subsidiaries are contingently liable at December 31, 1986, for \$78.6 million which primarily consists of the assessment of additional payments under service interruption policies carried jointly with other railroads.

NS combined rail subsidiaries are defendants in numerous lawsuits relating to railroad operations and, together with other railroads, are also defendants in several complaints filed with the Interstate Commerce Commission (ICC) challenging the reasonableness of specific freight rates in effect on October 1, 1980. In addition, the ICC has established guidelines to determine the reasonableness of coal freight rates nationwide, and shippers have appealed this decision to the courts.

While the final outcome with respect to the foregoing contingencies cannot be predicted with certainty, it is the opinion of Management, after consulting with its legal counsel, that ultimate liability will not materially affect the combined financial position.

## 8. Marketable Equity Securities.

	December 31	
	1986	1985
	(In Millions)	
Carried at equity	\$151,055	\$105,465
Carried at cost	<u>22,136</u>	<u>75,038</u>
	\$173,191	\$180,503
Market value at December 31	\$207,531	\$320,484

In 1986 and 1985, 3.4 million shares and 1.7 million shares, respectively, of Santa Fe Southern Pacific Corporation common stock were sold producing after-tax gains of \$37.5 million in 1986 and \$19.7 million in 1985 calculated on the basis of specific cost identification.

(a) Changes in Valuation Accounts

N/A

NOT APPLICABLE		Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio				N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio			N/A	N/A
as of / /	Noncurrent Portfolio			N/A	N/A

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

	Gains	Losses
Current	\$ _____	\$ _____
Noncurrent	_____	_____

(c) A net unrealized gain (loss) of \$ \_\_\_\_\_ on the sale of marketable equity securities was included in net income for \_\_\_\_\_ (year). The cost of securities sold was based on the \_\_\_\_\_ (method) cost of all the shares of each security held at time of sale.

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

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

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

## NOTES AND REMARKS

## 3. Pension Plans

Norfolk and Western Railway's and Southern Railway's defined benefit pension plans, which principally cover salaried employees, were merged into the NS retirement plan on June 1, 1982. The plans provide for eligible employees to receive retirement benefits based principally on years of service with the company and compensation rates near retirement. Contributions to the plan are made on the basis of not less than the minimum funding standards set forth in the Employee Retirement Income Security Act of 1974, as amended. Plan assets consist mainly of common stock.

Since the retirement plans became part of the NS retirement plan, there are no data currently available regarding the NS Rail portion of the combined plans' assets and liabilities. Thus, the following data are for the combined NS plans.

## Combined NS Plans

Norfolk Southern Corporation elected early adoption of the provisions of Financial Accounting Standards Board Statement 87 - "Employer's Accounting for Pensions" effective January 1, 1986. Early adoption of this accounting statement had the effect of reducing 1986 pension cost by \$30.4 million, resulting in a net pension credit of \$6.5 million for all plans for 1986. Pension cost for 1985 and 1984 has not been restated, and, as previously reported, was \$26.3 million and \$24.1 million, respectively.

The actuarial present value of accumulated plan benefits at January 1, 1985, was \$412.7 million (\$3.0 million nonvested) compared with net assets, at market value, available for benefits of \$420.1 million.

Pension cost for 1986 includes the following components (in thousands of dollars):

Service cost—benefits earned during the period	\$ 10,394
Interest cost on projected benefit obligation	39,297
Actual return on plan assets	( 94,990)
Net amortization and deferral	<u>38,755</u>
Net pension cost	<u>\$ ( 6,544)</u>

The funded status of the plans and the amounts reflected in the NS balance sheet at December 31, 1986 are as follows (in thousands of dollars):

Assets and obligations:	
Vested benefits	\$ 453,304
Nonvested benefits	<u>4,294</u>
Accumulated benefit obligation	\$ 457,598
Effect of anticipated future salary increases and other events	<u>95,749</u>
Projected benefit obligation	\$ 553,347
Fair value of plan assets	<u>616,976</u>
Funded status	\$ 63,629
Unrecognized initial net asset	(105,778)
Unrecognized 1986 loss	28,839
Unrecognized prior service cost	<u>18,894</u>
Net pension asset included in the NS balance sheet	<u>\$ 5,584</u>

The projected benefit obligation was determined using an assumed discount rate of 8% (9% at January 1, 1986) and an estimated long-term salary increase of 6%. The assumed long-term rate of return on plan assets is 9%.

(e)(1) Pension plan investments in securities of the respondent or affiliates:

Par Value  
(In Thousands of Dollars)

Norfolk & Western Railway 1st. Consol. Mtge. Bonds, 4%, 10/1/96	\$193
Virginian Railway Subordinated Income Debentures, 6%, 8/1/08	\$ 96
Wabash Railroad General Mtge. Income Bonds, Series B, 4-1/4%, 1/1/91	\$753
Trailer Train Company, 6-1/2% Note, 4/17/97	\$308



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

## NOTES AND REMARKS

- (e)(ii) The Chairman of the Board of Managers is authorized in accordance with Article III of the Plan for Supplemental Pensions and Article XII of the Retirement Plan to give instructions to the Board of Managers' nominee regarding the execution of general proxies with respect to shares of stock held under the respective plans.

Board of Managers

John L. Jones - Chairman	NS Executive Vice President-Administration
John R. Turbyfill	NS Executive Vice President-Finance
Joseph R. Neikirk	NS Vice President-Personnel & Labor Relations

## 4. Segregated Political Fund

Two voluntary funds, the Southern Railway Tax Eligible Good Government Fund and the Southern Railway Good Government Fund were organized by a group of Southern Railway Employees in June 1972 under the Federal Election Campaign Act of 1971. The bylaws of the two funds were amended in June 1982 to change the names to that of Norfolk Southern Corporation Tax Eligible Good Government Fund and to that of Norfolk Southern Corporation Good Government Fund, respectively, and to broaden the membership of each fund to include eligible employees of Norfolk Southern Corporation and subsidiaries. This was a result of the consolidation of Norfolk and Western Railway and Southern Railway as wholly owned subsidiaries of Norfolk Southern Corporation. Each fund is registered with the Federal Election Commission.

Related Parties

Norfolk Southern Corporation (NS) is the parent holding company of Southern Railway Company (SR) and Norfolk and Western Railway Company (NW) and their respective majority owned subsidiaries. The costs of functions performed by NS are charged to these rail operating subsidiaries. The rail operations are coordinated at the holding company level by the NS President and Chief Operating Officer. Normal railroad operating relationships are maintained between SR and NW with respect to divisions of freight revenue, rental of railroad equipment and sharing charges for joint facility operations.

In 1985, in addition to quarterly dividends, SR and NW declared a dividend of \$369 million on their common stock, which was used by NS toward purchase of North American Van Lines, Inc.

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## 20. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 12.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513, "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.

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

## 5. Cross-checks

## Schedule 210

Line 15, column (b)

Line 47 plus 48 plus 49, column (b)

Line 50, column (b)

Line 14, column (b)

Line 14, column (d)

Line 14, column (e)

Line 49, column (b)

## Schedule 210

= Line 62, column

= Line 63, column

= Line 64, column

## Schedule 410

= Line 620, column

= Line 620, column

= Line 620, column

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)
		<b>ORDINARY ITEMS</b>				
		<b>OPERATING INCOME</b>				
		<b>Railway Operating Income</b>				
1		(101) Freight	3,218,487	3,320,065	3,218,487	
2		(102) Passenger	1,938	1,852		1,938
3		(103) Passenger-Related	-	-		
4		(104) Switching	53,086	52,199	53,086	
5		(105) Water Transfers	-	-		
6		(106) Demurrage	22,718	24,049	22,718	
7		(110) Incidental	29,655	35,524	29,655	
8		(121) Joint Facility-Credit	2,134	1,905	2,134	
9		(122) Joint Facility-Debit	( 88)	( 147)	( 88)	
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,327,930	3,435,447	3,325,992	1,938
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	( 144)	( 657)		( 144)
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-	-		
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>3,327,786</b>	<b>3,434,790</b>	<b>3,325,992</b>	<b>1,794</b>
14	*	(531) Railway operating expenses	2,665,850	2,740,104	2,665,523	327
15	*	<b>Net revenue from railway operations</b>	<b>661,936</b>	<b>694,686</b>	<b>660,469</b>	<b>1,467</b>
		<b>OTHER INCOME</b>				
16		(506) Revenue from property used in other than carrier operations	16,305	14,293		
17		(510) Miscellaneous rent income	10,116	12,621		
18		(512) Separately operated properties-Profit	( 83)	(1,226)		
19		(513) Dividend Income (cost method)	40,642	14,838		
20		(514) Interest Income	63,053	91,417		
21		(516) Income from sinking and other funds	3,968	5,376		
22		(517) Release of premiums on funded debt	26	37		
23		(518) Reimbursements received under contracts and agreements				
24		(519) Miscellaneous income	138,784	82,124		
		<b>Income from affiliated companies (519)</b>				
25		a. Dividends (equity method)	1,473	836		
26		b. Equity in undistributed earnings (losses)	7,280	10,814		
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>281,564</b>	<b>231,130</b>		
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>943,500</b>	<b>925,816</b>		
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>				
29		(534) Expenses of property used in other than carrier operations	1,537	1,020		
30		(544) Miscellaneous taxes	5,165	6,056		
31		(545) Separately operated properties-Loss	108	412		
32		(549) Maintenance of investment organization				
33		(550) Income Transferred under contracts and agreements				
34		(551) Miscellaneous income charges	38,240	47,183		
35		(553) Uncollectible accounts	3,938	4,291		
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	<b>48,988</b>	<b>58,962</b>		
37		<b>Income available for fixed charges (lines 28, 36)</b>	<b>894,512</b>	<b>866,854</b>		

**210. RESULTS OF OPERATIONS-Continued**  
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
<b>FIXED CHARGES</b>					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	59,568	57,760	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	704	-	40
41		(548) Amortization of discount on funded debt	901	940	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>61,173</b>	<b>58,700</b>	42
43		Income after fixed charges (lines 37, 42)	833,339	808,154	43
<b>OTHER DEDUCTIONS</b>					
		(546) Interest on funded debt:			
44		(c) Contingent interest	681	725	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	832,658	807,429	46
<b>PROVISIONS FOR INCOME TAXES</b>					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	151,164	119,956	47
48	*	(b) State income taxes	26,758	20,734	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	149,528	179,612	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	<b>327,450</b>	<b>320,302</b>	51
52	*	Income from continuing operations (lines 46-51)	505,208	487,127	52
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )			54
55		Income before extraordinary items (lines 51 + 53 + 54)	505,208	487,127	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>	<b>-</b>	<b>-</b>	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$ )	-	-	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	505,208	487,127	61
<b>Reconciliation of net railway operating income (NROI)</b>					
62	*	Net revenues from railway operations	661,936	694,686	62
63	*	(556) Income taxes on ordinary income ( - )	<del>{177,922}</del>	<del>{140,690}</del>	63
64	*	(557) Provision for deferred income taxes ( - )	<del>{149,528}</del>	<del>{179,612}</del>	64
65		Income from lease of road and equipment ( - )			65
66		Rent for leased roads and equipment ( + )	6,073	6,912	66
67		Net railway operating income (loss)	340,559	381,296	67



## NOTES AND REMARKS FOR SCHEDULES 210 and 220

# 220. RETAINED EARNINGS (Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries hereunder should be shown in parentheses.
3. Show under "Remarks" the amount of assigned Federal income tax consequences for Accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b), Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item	Retained earnings—Unappropriated	Equity in undistributed earnings (losses) of affiliated companies	Line No.
		(a)	(b)	(c)	
1		Balances at beginning of year	\$ 3,624,030	\$ 30,876	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	497,928	7,280	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	497,928	7,280	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	222,593	-	11
12		Preferred stock <sup>1</sup>			12
13		TOTAL	222,593	-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	275,335	7,280	14
15	*	Balances at close of year (Lines 1, 2 and 14)	3,899,365	38,156	15
16	*	Balances from line 15(c)	38,156	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,937,521	NA	17
18	(797)	Total appropriated retained earnings:			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at Close of year \$ 17,236			21
		Amount of assigned Federal income tax consequences:			
22		Account 606 \$ None			22
23		Account 616 \$ None			23

<sup>1</sup>If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year.



## 230. CAPITAL STOCK

### PART I. CAPITAL STOCK (Dollars in Thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common								1
2	Norfolk and Western Railway Company	\$8.33-1/3	60,000,000	33,683,996		33,683,996	\$ 280,700		2
3	Southern Railway Company	None	50,000,000	16,668,997		16,668,997	166,690		3
4	Norfolk Portsmouth Belt Line	\$100	5,000	504*		504	- *		4
5	NW Equipment Corporation	None	100	100		100	145		5
6	Pioneer Freight, Inc.	None	500	500		500	-		6
7	Preferred - Southern cumulative preferred stock is								7
8	considered "minority interest" for purposes of this								8
9	report.								9
10	TOTAL	N/A	110,005,600	50,354,097	-	50,354,097	\$ 447,535	-	10

### PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR (Dollars in Thousands)

\*Shares owned by NW and SR are eliminated in combination, remaining shares are in minority interest.

1. The purpose of this part is to disclose capital stock changes during the year.
2. Column (a) presents the items to be disclosed.
3. Columns (b), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	-	-		\$ 447,535	-	-	\$ 210,647	11
12	Capital Stock Sold <sup>1</sup>								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15									15
16									16
17	Balance at close of year	-	-		\$ 447,535	-	-	\$ 210,647	17

<sup>1</sup>By footnote on page 17 state the purpose of the issue and authority.

**240. STATEMENT OF CHANGES IN FINANCIAL POSITION**

(Dollars in Thousands)

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets of financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an application of funds for investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		<b>SOURCES OF WORKING CAPITAL</b>			
		Working capital provided by operations:			
1		Income (loss) from continuing operations (sch 210 line 52)	505,208	487,127	1
2		Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital:			
2		Loss (gain) on sale or disposal of tangible property	( 24,567)	( 7,926)	2
3		Depreciation and amortization expenses	259,749	244,635	3
4		Net increase (decrease) in deferred income taxes	100,296	219,248	4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	( 7,280)	( 10,814)	5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	15,210	( 13,388)	6
7		Other (specify):			7
8		<b>Decrease in miscellaneous assets</b>	19,168	18,891	8
9					9
10					10
11					11
12		<b>TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS</b>	867,784	937,773	12
13		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles	-	-	13
14		<b>TOTAL WORKING CAPITAL FROM OPERATIONS</b>	867,784	937,773	14
		Working capital from sources other than operating:			
15		Proceeds from issuance of long-term liabilities	93,111	102,060	15
16		Proceeds from sale/disposition of carrier operating property	61,236	45,408	16
17		Proceeds from sale/disposition of other tangible property	2,767	2,826	17
18		Proceeds from sale/disposition of investments <del>and other assets</del> - SFSP	105,846	57,588	18
19		Net decrease in sinking and other special funds	63,118	3,253	19
20		Proceeds from issue of capital stock	-	-	20
21		Other (specify):			21
22		<b>Gain on sale of SFSP stock</b>	( 54,596)	( 28,166)	22
23					23
24					24
25					25
26		<b>TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING</b>	271,482	182,969	26
27		<b>TOTAL SOURCES OF WORKING CAPITAL</b>	1,139,266	1,120,742	27



**240. STATEMENT OF CHANGES IN FINANCIAL POSITION-Concluded**

(Dollars in Thousands)

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
<b>APPLICATION OF WORKING CAPITAL</b>					
28		Amount paid to acquire/retire long-term liabilities	122,842	146,330	28
29		Cash dividends declared	222,593	601,369	29
30		Purchase price of carrier operating property	587,682	683,110	30
31		Purchase price of other tangible property	75,790	1,777	31
32		Purchase price of long-term investment and advances	108,860	72,572	32
33		Net increase in sinking or other special funds			33
34		Purchase price of acquiring treasury stock	-	-	34
35		Other (specify):			35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					42
44		<b>TOTAL APPLICATION OF WORKING CAPITAL</b>	<b>1,117,767</b>	<b>1,505,158</b>	<b>44</b>
45		Net increase (decrease) in working capital	21,499	( 384,416)	45

**NOTES AND REMARKS**

## 210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 12.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513, "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.

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

## 5. Cross-checks

## Schedule 210

Line 15, column (b)  
Line 47 plus 48 plus 49, column (b)  
Line 50, column (b)

Line 14, column (b)  
Line 14, column (d)  
Line 14, column (e)  
Line 49, column (b)

## Schedule 210

= Line 62, column (c)  
= Line 63, column (b)  
= Line 64, column (b)

## Schedule 410

= Line 620, column (b)  
= Line 620, column (f)  
= Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		<b>ORDINARY ITEMS</b>					
		<b>OPERATING INCOME</b>					
		<b>Railway Operating Income</b>					
1		(101) Freight	3,218,487	3,320,065	3,218,487		1
2		(102) Passenger	1,938	1,852		1,938	2
3		(103) Passenger-Related	-	-			3
4		(104) Switching	53,086	52,199	53,086		4
5		(105) Water Transfers	-	-			5
6		(106) Demurrage	22,718	24,049	22,718		6
7		(110) Incidental	29,655	35,524	29,655		7
8		(121) Joint Facility-Credit	2,134	1,905	2,134		8
9		(122) Joint Facility-Debit	( 88)	( 147)	( 88)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,327,930	3,435,447	3,325,992	1,938	10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	( 144)	( 657)		( 144)	11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-	-			
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>3,327,786</b>	<b>3,434,790</b>	<b>3,325,992</b>	<b>1,794</b>	<b>13</b>
14	*	(531) Railway operating expenses	2,665,850	2,740,104	2,665,789	61	14
15	*	Net revenue from railway operations	661,936	694,686	660,203	1,733	15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	16,305	14,293			16
17		(510) Miscellaneous rent income	10,116	12,621			17
18		(512) Separately operated properties-Profit	( 83)	(1,226)			18
19		(513) Dividend Income (cost method)	40,642	14,838			19
20		(514) Interest Income	63,053	91,417			20
21		(516) Income from sinking and other funds	3,968	5,376			21
22		(517) Release of premiums on funded debt	26	37			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	138,784	82,124			24
		<b>Income from affiliated companies (519)</b>					
25		a. Dividends (equity method)	1,473	836			25
26		b. Equity in undistributed earnings (losses)	7,280	10,814			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>281,564</b>	<b>231,130</b>			<b>27</b>
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>943,500</b>	<b>925,816</b>			<b>28</b>
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	1,537	1,020			29
30		(541) Miscellaneous taxes	5,165	6,056			30
31		(545) Separately operated properties-Loss	108	412			31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	38,240	47,183			34
35		(553) Uncollectible accounts	3,938	4,291			35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	<b>48,988</b>	<b>58,962</b>			<b>36</b>
37		<b>Income available for fixed charges (lines 28, 36)</b>	<b>894,512</b>	<b>866,854</b>			<b>37</b>



**245. WORKING CAPITAL**  
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.  
2. Carry out calculation of lines 10, 19, 20, and 21, to two decimal places.

Line No.	Item (a)	Source No.	Amount (b)	Line
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	18,236	1
2	Customers (706)	Schedule 200, line 6, column b	209,363	2
3	Other (707)	Note A	42,562	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	270,161	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,327,786	5
6	Rent Income	Note B	151,632	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	3,479,418	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	9,665.05	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	27.95	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	42.95	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	5,945	11
12	Audited Accounts and Wages Payable (753)	Note A	83,925	12
13	Accounts Payable—Other (754)	Note A	12,622	13
14	Other Taxes Accrued (761.5)	Note A	69,939	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	172,431	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,665,850	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	258,625	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,558,857	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	7,107.94	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	24.26	20
21	Days of Working Capital Required	Line 10 ÷ line 20 (Note C)	18.69	21
22	Cash Working Capital Required	Line 21 x line 19	132,847	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	720,237	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	132,847	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	48,149	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	465	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	47,684	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	180,531	28

- Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.
- (B) Rent Income is the sum of Schedule 410, column h, lines 121-123, 127-129, 133-135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
- (C) If result is negative, use zero.

**245. WORKING CAPITAL**  
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.  
2. Carry out calculation of lines 10, 19, 20, and 21, to two decimal places.

Line No.	Item (a)	Source No.	Amount (b)	Line
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	18,236	1
2	Customers (706)	Schedule 200, line 6, column b	209,363	2
3	Other (707)	Note A	42,562	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	270,161	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,327,786	5
6	Rent Income	Note B	142,248	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	3,470,034	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	9,639	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	28.03	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	43.03	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	5,945	11
12	Audited Accounts and Wages Payable (753)	Note A	83,925	12
13	Accounts Payable—Other (754)	Note A	12,622	13
14	Other Taxes Accrued (761.5)	Note A	69,939	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	172,431	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,665,850	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	258,625	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,549,473	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	7,081.87	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	24.35	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	18.68	21
22	Cash Working Capital Required	Line 21 x line 19	132,289	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	720,237	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	132,289	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	48,149	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	465	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	47,684	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	179,973	28

- Notes:
- (A) Use common carrier portion only. Common carrier refers to railway transportation service.
- (B) Rent Income is the sum of Schedule 410, column h, lines 120, 121, 122, 126, 127, 128, 132, 133, 134, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
- (C) If result is negative, use zero.



## NOTES AND REMARKS

## GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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



## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

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

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19\_\_ to 19\_\_." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Akron Barberton Belt Rwy. (1)	25.00	1
2				Belt Railway Company of Chicago (2)	8.33	2
3				Chicago and Western Indiana (3)	20.00	3
4				Des Moines Union Rwy. (4)	50.00	4
5				Fort Wayne Union Rwy. (5)	50.00	5
6				Fruit Growers Express Co. (6)	1.18	6
7				Kansas City Terminal Rwy. (7)	8.33	7
8				Peoria and Pekin Union Rwy. (8)	15.00	8
9				Terminal Railroad Association of St. Louis (9)	12.50	9
10				Trailer Train Co. (10)	12.20	10
11				Winston-Salem Southbound Rwy. Co. (11)	50.00	11
12				Piedmont Aviation, Inc. (12)	16.09	12
13				Algers Winslow & Western Rwy. Co. (13)	50.00	13
14				Augusta & Summerville RR Co. (14)	50.00	14
15				Cent. Transfer Ry. & Stge. Co. (15)	50.00	15
16				North Charleston Terminal Co. (16)	33.33	16
17				R.F. & P. RR. Co. Div. Oblig. (17)		17
18				Woodstock & Blocton Ry. (18)	50.00	18
19				Chatham Terminal Co. (19)	50.00	19
20				Beaver Street Tower Co. (20)	25.00	20
21				Total A-1		21
22						22
23		A-2	VII	Cleveland Union Terminal Co. (23)	7.00	23
24				Total A-2		24
25						25
26		A-3	VI	Green Real Estate Co. (26)	33.33	26
27			VII	Richmond-Washington Co. (27)	20.00	27
28			X	Norfolk Southern Corp. (28)		28
29				Total A-3		29
30						30
31		D-1	VII	Trailer Train Co. - Notes 6½% (31)		31
32				Trailer Train Co. - Notes 7½% (32)		32
33				Total D-1		33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
(1) ConRail owns 50% and B&O 25%				(6) Controlled jointly-Other railroads owns 91.67%		
(2) Controlled jointly-Other Railroads owns 91.67%				(7) " " " " " " " 85.00%		
(3) " " " " " " " 80.00%				(8) " " " " " " " 87.50%		
(4) Chicago, Milwaukee, St. Paul & Pacific RR owns 50%				(9) " " " " " " " 87.80%		
(5) ConRail owns 50%				(10) Seaboard System Railroad owns 50%		

**310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued**

(Dollars in Thousands)

be used to conserve space.

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

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.

9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

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

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes.

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (i)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	28			28				1
2	260			260		20		2
3	1,000			1,000				3
4	820			820				4
5	40			40				5
6	73		73					6
7	*			*				7
8	157			157				8
9	330			330				9
10	457			457			26,824	10
11	623			623				11
12	78,123	37,976		116,099			975	12
13	1,846		287	1,559				13
14	84			84				14
15	25			25				15
16	35			35			2	16
17	3,057			3,057			684	17
18	128			128				18
19	19			19				19
20	*			*				20
21	87,105	37,976	360	124,721		20	28,485	21
22								22
23	1			1				23
24	1			1				24
25								25
26	240			240		227		26
27	445			445			245	27
28	20,606			20,606			8,223	28
29	21,291			21,291		227	8,468	29
30								30
31	1,478			1,478			77	31
32	1,786			1,786			102	32
33	3,264			3,264			179	33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

(11) Old Ben Coal, Inc. owns 50%

(12) Seaboard System Railroad owns 50%

(13) " " " " "

(14) " " " " 66.67%

(15) " " " " 50%

(16) Seaboard System Railroad owns 50%

(17) Seaboard System owns 50% and FEC 25%

(18) Controlled jointly—Other Railroads owns 93.00%

(19) ConRail owns 33.3% and C&amp;O 33.3%

(20) B&amp;O and C&amp;O each owns 20% and Seaboard 40%



**310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued**  
(Dollars in Thousands)

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-1	VII	Akron Barberton Belt Rwy.		1
2				Belt Railway Company of Chicago		2
3				Chicago and Western Indiana RR		3
4				Des Moines Union Rwy.		4
5				Kansas City Terminal Rwy.		5
6				Terminal Railroad Association of St. Louis		6
7				Central Transfer Ry. & Stge. Co.		7
8				North Charleston Terminal Co.		8
9				Chatham Terminal Co.		9
10				Beaver St. Tower Co.		10
11				Woodstock & Blocton Ry.		11
12				Total E-1		12
13						13
14		E-2	VII	Cleveland Union Terminal		14
15				Total E-2		15
16						16
17		E-3	III	Pocahontas Development Corp. - Martiki Partnership (a)	50.00	17
18			VI	Pine Brook Center Partnership (b)	50.00	18
19			VI	Bogle Eisenhower LTD Partnership (c)	50.00	19
20			VI	Freight Depot LTD Partnership (d)	24.00	20
21			VI	700 North Fairfax Street Partnership (e)	45.00	21
22			VI	15th and K Assoc. Partnership (f)	85.00	22
23			VI	1575 Eye St. Associates (g)	62.00	23
24			VI	Crow Southern Assoc. (h)	50.00	24
25			X	Norfolk Southern Corp.		25
26				Total E-3		26
27						27
28				Total 721		28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

(a) Martiki Coal Co. owns 50%

(b) Crow-Childress Klein #4 50%

(c) Bogle Development, Inc. 50%

(d) JK and LP, Schofield, 70% Daedalus Assc., 5%; and P.D. Lord and D. R. Mincielli, 1%

(e) Tavern Square Corp. 50% and R. L. Travers, 5%

(f) O. I. Carr, 15%

(g) The American Society of Assoc. Executives, 16%; O. I. Carr, Jr., 11%; and The Oliver I. Carr Company, 11%

(h) Trammell Crow Co., 38%

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

Line No	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (i)	Line No
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	142	72		214			7	1
2	2,064	96		2,160		74		2
3	3,899		382	3,517				3
4	1,223	3		1,226				4
5	3,665		200	3,465				5
6	2,669		357	2,312				6
7	24	1		25			1	7
8	95			95			3	8
9	5			5				9
10	5			5				10
11	10			10				11
12	13,801	172	939	13,034		74	11	12
13								13
14	426			426		426		14
15	426			426		426		15
16								16
17	646		108	538				17
18	103		103					18
19	366		119	247				19
20	600		181	419				20
21	*			*				21
22	2,442	415		2,827				22
23	*			*				23
24		12		12				24
25	121,067	70,285		191,352				25
26	125,224	70,712	511	195,425				26
27								27
28	251,112	108,860	1,810	358,162		747	37,143	28
29								29
30								30
31				(747)	721.5 Total			31
32				38,156	Sch. 310A Total			32
33				<u>395,571</u>	Sch. 200 line 16			33
34								34
35								35
36								36
37								37
38								38
39								39
40								40



**310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES**  
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

- 1 Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
- 2 Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
- 3 Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
- 4 Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
- 5 For definitions of "carrier" and "noncarrier," see general instructions.

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
Carriers (List specifics for each company)								
1	Ft. Wayne Union Rwy.	14					14	1
2	Winston-Salem Southbound Rwy.	3,520		(334)			3,186	2
3								3
4	Total Carriers	3,534		(334)			3,200	4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
Noncarrier (List specifics for each company)								
14	Piedmont Aviation, Inc.	27,324		7,614			34,938	14
15								15
16								16
17	Total	30,876		7,280			38,156	17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

**INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330 AND 330A**

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property," and Account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. If the amount in Account 732 for road or for equipment is less than 5% of the amount in Account 731 at the beginning and end of year, the details in the corresponding portion of Schedule 330A may be omitted. However, line 44, Grand Total should be completed. The balances, by primary accounts, should, insofar as known, be stated in column (b), and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

**NOTES AND REMARKS**



### 329. ROAD AND EQUIPMENT PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	125,267			1
2		(3) Grading	430,459			2
3		(4) Other right-of-way expenditures	3,819			3
4		(5) Tunnels and subways	42,763			4
5		(6) Bridges, trestles, and culverts	364,878			5
6		(7) Elevated structures	1			6
7		(8) Ties	952,758			7
8		(9) Rail and other track material	1,833,983			8
9		(11) Ballast	432,788			9
10		(13) Fences, snowsheds, and signs	7,239			10
11		(16) Station and office buildings	201,431			11
12		(17) Roadway buildings	27,168			12
13		(18) Water stations	1,993			13
14		(19) Fuel stations	14,202			14
15		(20) Shops and enginehouses	148,904			15
16		(22) Storage warehouses	645			16
17		(23) Wharves and docks	2,202			17
18		(24) Coal and ore wharves	60,121			18
19		(25) TOFC/COFC terminals	31,034			19
20		(26) Communication systems	148,374			20
21		(27) Signals and interlockers	250,074			21
22		(29) Power plants	3,838			22
23		(31) Power-transmission systems	16,138			23
24		(35) Miscellaneous structures	5,155			24
25		(37) Roadway machines	118,838			25
26		(39) Public improvements - Construction	57,173			26
27		(44) Shop machinery	67,008			27
28		(45) Power-plant machinery	13,993			28
29		Other (specify and explain)	4,575			29
30		TOTAL EXPENDITURES FOR ROAD	5,366,821			30
31		(52) Locomotives	1,028,205			31
32		(53) Freight-train cars	2,674,732			32
33		(54) Passenger-train cars	1,199			33
34		(55) Highway revenue equipment	66,351			34
35		(56) Floating equipment	3,097			35
36		(57) Work equipment	76,957			36
37		(58) Miscellaneous equipment	76,605			37
38		(59) Computer systems and word processing equipment				38
39		TOTAL EXPENDITURES FOR EQUIPMENT	3,927,146			39
40		(76) Interest during construction	33,536			40
41		(80) Other elements of investment	397			41
42		(90) Construction in progress	234,067			42
43		GRAND TOTAL	9,561,967			43

Line 29 includes Accounts 1 and 77 that were allocated to other property accounts after 12-31-85.

## 330. ROAD AND EQUIPMENT PROPERTY - Continued

(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
		(e)	(f)	(g)	(h)	
1		1,867	766	1,101	126,368	1
2		5,831	3,127	2,704	433,163	2
3		50	3	47	3,866	3
4		43	11	32	42,795	4
5		25,369	1,984	23,385	388,263	5
6					1	6
7		84,426	39,111	45,315	998,073	7
8		132,674	48,353	84,321	1,918,304	8
9		38,798	10,645	28,153	460,941	9
10		(49)	38	(87)	7,152	10
11		14,018	682	13,336	214,767	11
12		296	106	190	27,358	12
13		5	1	4	1,997	13
14		588	52	536	14,738	14
15		4,733	1,369	3,364	152,268	15
16		193		193	838	16
17		(84)	4	(88)	2,114	17
18		1,071	207	864	60,985	18
19		1,402	323	1,079	32,113	19
20		14,583	2,806	11,777	160,151	20
21		29,976	2,579	27,397	277,471	21
22		50	3	47	3,885	22
23		185	25	160	16,298	23
24		53	3	50	5,205	24
25		17,915	4,816	13,099	131,937	25
26		9,045	2,549	6,496	63,669	26
27		6,111	995	5,116	72,124	27
28		64	27	37	14,030	28
29		(4,575)		(4,575)		29
30		384,638	120,585	264,053	5,630,874	30
31		125,075	41,438	83,637	1,111,842	31
32		29,075	113,432	(84,357)	2,590,375	32
33			59	(59)	1,140	33
34		(2,289)	10,788	(13,077)	53,274	34
35					3,097	35
36		(3,161)	(4,612)	1,451	78,408	36
37		1,059	6,511	(5,452)	71,153	37
38						38
39		149,759	167,616	(17,857)	3,909,289	39
40			138	(138)	33,398	40
41					397	41
42		33,897	(3)	33,900	267,967	42
43		568,294	288,336	279,958	9,841,925	43



## 330A. IMPROVEMENTS ON LEASED PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes				1
2		(3) Grading				2
3		(4) Other right-of-way expenditures				3
4		(5) Tunnels and subways				4
5		(6) Bridges, trestles, and culverts				5
6		(7) Elevated structures				6
7		(8) Ties				7
8		(9) Rail and other track material				8
9		(11) Ballast				9
10		(13) Fences, snowsheds, and signs				10
11		(16) Station and office buildings				11
12		(17) Roadway buildings				12
13		(18) Water stations				13
14		(19) Fuel stations				14
15		(20) Shops and enginehouses				15
16		(22) Storage warehouses				16
17		(23) Wharves and docks				17
18		(24) Coal and ore wharves				18
19		(25) TOFC/COFC terminals				19
20		(26) Communication systems				20
21		(27) Signals and interlockers				21
22		(29) Power plants				22
23		(31) Power-transmission systems				23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines				25
26		(39) Public improvements - Construction				26
27		(44) Shop machinery				27
28		(45) Power-plant machinery				28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD				30
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		(59) Computer systems and word processing equipment				38
39		TOTAL EXPENDITURES FOR EQUIPMENT				39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress				42
43		GRAND TOTAL	235,973			43

**330A. IMPROVEMENTS ON LEASED PROPERTY - Continued**  
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
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27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43		19,388	6,164	13,224	249,197	43



### 332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (c), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (d) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (e) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefor are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g) data applicable to Lessor property, when the rent therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	442,188	444,833	00.85	23,201	23,201	01.26	
2	(4) Other, right-of-way expenditures	4,534	4,580	01.32	3	3	01.95	
3	(5) Tunnels and subways	42,833	42,843	00.82	5,050	5,050	00.75	
4	(6) Bridges, trestles, and culverts	374,411	392,580	01.30	20,440	20,440	01.41	
5	(7) Elevated structures	61	50	01.02				
6	(8) Ties	882,409	927,116	02.79	1,572	1,889	01.97	
7	(9) Rail and other track material	1,788,619	1,865,090	02.23	6,877	6,910	00.97	
8	(11) Ballast	436,276	438,850	01.23	1,099	1,212	00.73	
9	(13) Fences, snow sheds, and signs	7,699	7,804	01.54	222	222	02.49	
10	(16) Station and office buildings	234,565	243,159	02.52	3,173	3,173	01.48	
11	(17) Roadway buildings	27,889	27,948	03.62	197	197	03.19	
12	(18) Water stations	2,065	2,070	03.43	72	72	03.08	
13	(19) Fuel stations	14,368	14,580	03.19	101	101	02.61	
14	(20) Shops and enginehouses	150,669	153,904	02.37	464	464	01.92	
15	(22) Storage warehouses	266	82		39	39	-	
16	(23) Wharves and docks	3,431	3,501	01.76	37	37	-	
17	(24) Coal and ore wharves	59,519	61,202	03.20	-	-	-	
18	(25) TOFC/COFC terminals	29,550	30,573	03.30	52	52	04.65	
19	(26) Communication systems	149,587	156,659	03.54	702	707	02.97	
20	(27) Signals and interlockers	265,140	280,069	02.89	2,096	2,089	02.68	
21	(29) Power plants	3,825	3,863	03.44				
22	(31) Power-transmission systems	16,312	16,445	02.51	77	77	02.82	
23	(35) Miscellaneous structures	8,584	8,551	02.36	25	25	03.71	
24	(37) Roadway machines	123,351	132,235	04.31	75	55	05.75	
25	(39) Public improvements—Construction	61,281	68,363	01.22	1,052	1,077	01.16	
26	(44) Shop machinery	69,215	73,026	03.66	50	50	-	
27	(45) Power-plant machinery	13,902	13,936	03.54	9	9	-	
28	All other road accounts	20,677	19,052	02.28	1,592	1,592	00.54	
29	Amortization (other than defense projects)							
30	TOTAL ROAD	5,233,225	5,432,964	02.27	68,277	68,743	01.64	
	EQUIPMENT							
31	(52) Locomotives	1,030,896	1,110,217	03.28				
32	(53) Freight-train cars	2,690,630	2,604,346	02.60				
33	(54) Passenger-train cars	1,414	1,141	03.81				
34	(55) Highway revenue equipment	64,440	53,770	06.38				
35	(56) Floating equipment	3,016	3,016	03.64				
36	(57) Work equipment	79,046	84,875	03.55				
37	(58) Miscellaneous equipment	76,836	83,464	10.14				
38	(59) Computer systems and word processing equipment							
39	TOTAL EQUIPMENT	3,946,278	3,940,829	03.02				
40	GRAND TOTAL	9,179,504	9,373,793	NA	68,277	68,743	NA	

Schedule includes amortization for defense projects (Acct. 736)

## 335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals—Credit—Equipment" accounts and "Other Rents—Credit—Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

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

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	124,198	3,595		3,083		124,710	1
2		(4) Other, right-of-way expenditures	1,035	57		3		1,089	2
3		(5) Tunnels and subways	11,927	358		12		12,273	3
4		(6) Bridges, trestles, and culverts	106,599	4,884		2,047		109,436	4
5		(7) Elevated structures							5
6		(8) Ties	235,524	30,465		36,953		229,036	6
7		(9) Rail and other track material	343,252	37,932		35,411		345,773	7
8		(11) Ballast	68,190	7,017		8,445		66,762	8
9		(13) Fences, snow sheds, and signs	5,193	127		37		5,283	9
10		(16) Station and office buildings	56,068	10,343		1,783		64,628	10
11		(17) Roadway buildings	7,601	1,010		23		8,588	11
12		(18) Water stations	1,477	61		1		1,537	12
13		(19) Fuel stations	4,796	452		53		5,195	13
14		(20) Shops and enginehouses	39,576	3,615		639		42,552	14
15		(22) Storage warehouses	20					20	15
16		(23) Wharves and docks	1,300	32				1,332	16
17		(24) Coal and ore wharves	30,666	1,944		207		32,403	17
18		(25) TOFC/COFC terminals	5,960	963		322		6,601	18
19		(26) Communication systems	46,333	4,885		2,685		48,533	19
20		(27) Signals and interlockers	91,215	7,456		2,513		96,158	20
21		(29) Power plants	1,099	132		3		1,228	21
22		(31) Power-transmission systems	8,459	411		25		8,845	22
23		(35) Miscellaneous structures	1,798	236				2,034	23
24		(37) Roadway machines	24,452	5,528		4,620		25,360	24
25		(39) Public improvements—Construction	11,805	747		2,483		10,069	25
26		(44) Shop machinery*	21,918	2,672		581		24,009	26
27		(45) Power-plant machinery	3,316	492		28		3,780	27
28		All other road accounts	70,267	(4,221)		46		66,000	28
29		Amortization (Adjustments)	23,469	(1,055)				22,414	29
30		TOTAL ROAD	1,347,513	120,138		102,003		1,365,648	30
		EQUIPMENT							
31	*	(52) Locomotives	468,495	41,588		40,321		469,762	31
32	*	(53) Freight-train cars	1,066,678	79,309		94,051	5,257	1,046,679	32
33	*	(54) Passenger-train cars	1,187	11	20	99		1,119	33
34	*	(55) Highway revenue equipment	28,938	4,560		9,021		24,477	34
35	*	(56) Floating equipment	1,958	110				2,068	35
36	*	(57) Work equipment	44,281	3,281	5,218	142		52,638	36
37	*	(58) Miscellaneous equipment	37,436	9,538		6,028		40,946	37
38		(59) Computer systems and word processing equipment							38
39	*	Amortization Adjustments	83,409	(6,513)				76,896	39
40		TOTAL EQUIPMENT	1,732,382	131,884	5,238	149,662	5,257	1,714,585	40
41		GRAND TOTAL	3,079,895	252,022	5,238	251,665	5,257	3,080,233	41

\*To be reported with equipment expenses rather than W&S expenses.

\*To be reported with equipment expenses rather than W&S expenses.

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Schedule includes amortization for defense projects (Acct. 736)

See notes on page 35



**339. ACCRUED LIABILITY—LEASED PROPERTY**

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading	155	113			110	158	1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways		39			39		3
4		(6) Bridges, trestles, and culverts	701	278			252	727	4
5		(7) Elevated structures							5
6		(8) Ties		33			33		6
7		(9) Rail and other track material		147			147		7
8		(11) Ballast		24			24		8
9		(13) Fences, snow sheds, and signs	11					11	9
10		(16) Station and office buildings	747	45			28	764	10
11		(17) Roadway buildings	5	5			3	7	11
12		(18) Water stations	2	2			1	3	12
13		(19) Fuel stations	8	2			1	9	13
14		(20) Shops and enginehouses	8	8			8	8	14
15		(22) Storage warehouses		3				3	15
16		(23) Wharves and docks	9	2			2	9	16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals		2			2		18
19		(26) Communication systems	71	17			17	71	19
20		(27) Signals and interlockers	170	35			28	177	20
21		(29) Power plants							21
22		(31) Power-transmission systems	21	1				22	22
23		(35) Miscellaneous structures	8	1			1	8	23
24		(37) Roadway machines		4			3	1	24
25		(39) Public improvements—Construction	48	8			7	49	25
26		(44) Shop machinery*	3	1				4	26
27		(45) Power-plant machinery							27
28		All other road accounts	(177)	26				(151)	28
29		Amortization (Adjustments)							29
30		<b>TOTAL ROAD</b>	<b>1,790</b>	<b>796</b>			<b>706</b>	<b>1,880</b>	<b>30</b>
		<b>EQUIPMENT</b>							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		Amortization Adjustments							39
40		<b>TOTAL EQUIPMENT</b>							<b>40</b>
41		<b>GRAND TOTAL</b>	<b>1,790</b>	<b>796</b>			<b>706</b>	<b>1,880</b>	<b>41</b>

\*To be reported with equipment expenses rather than W&amp;S expenses.

**340. DEPRECIATION BASE AND RATES—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS**

(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

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

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading	13,178	13,254	% 01.79	1
2	(4) Other, right-of-way expenditures	52	52	01.43	2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts	9,654	9,665	01.45	4
5	(7) Elevated structures				5
6	(8) Ties	44,894	47,309	04.71	6
7	(9) Rail and other track material	84,390	91,669	04.51	7
8	(11) Ballast	27,870	29,057	02.16	8
9	(13) Fences, snow sheds, and signs	119	119	00.09	9
10	(16) Station and office buildings	9,278	9,422	02.10	10
11	(17) Roadway buildings	73	81	02.12	11
12	(18) Water stations	17	17	02.36	12
13	(19) Fuel stations	172	173	02.92	13
14	(20) Shops and enginehouses	3,198	3,215	02.65	14
15	(22) Storage warehouses				15
16	(23) Wharves and docks	1,585	1,585	01.95	16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals	861	2,742	02.79	18
19	(26) Communication systems	1,023	1,111	03.41	19
20	(27) Signals and interlockers	14,475	14,590	02.41	20
21	(29) Power plants	3	3	01.44	21
22	(31) Power-transmission systems	247	291	02.65	22
23	(35) Miscellaneous structures	214	239	02.65	23
24	(37) Roadway machines	883	883		24
25	(39) Public improvements—Construction	2,032	2,327	01.21	25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery	1	1	03.48	27
28	All other road accounts	667	667	00.89	28
29	Amortization (Adjustments)				29
30	<b>TOTAL ROAD</b>	<b>214,886</b>	<b>228,472</b>	<b>03.56</b>	<b>30</b>
	<b>EQUIPMENT</b>				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	<b>TOTAL EQUIPMENT</b>				<b>40</b>
41	<b>GRAND TOTAL</b>	<b>214,886</b>	<b>228,472</b>	<b>03.56</b>	<b>41</b>

\*To be reported with equipment expense rather than W&S expenses.



**342. ACCUMULATED DEPRECIATION—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS**

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation—Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	5,922	234				6,156	1
2		(4) Other, right-of-way expenditures	18	1				19	2
3		(5) Tunnels and subways		118		118			3
4		(6) Bridges, trestles, and culverts	3,582	24				3,606	4
5		(7) Elevated structures							5
6		(8) Ties	14,690	1,783		1,728		14,745	6
7		(9) Rail and other track material	22,997	2,574		2,606		22,965	7
8		(11) Ballast	8,878	489		715		8,652	8
9		(13) Fences, snow sheds, and signs	116					116	9
10		(16) Station and office buildings	2,436	126				2,562	10
11		(17) Roadway buildings	26	2				28	11
12		(18) Water stations	5					5	12
13		(19) Fuel stations	92	5		49		48	13
14		(20) Shops and enginehouses	324	83		40		367	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	584	31				615	16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals	315	45		2		358	18
19		(26) Communication systems	292	35		28		299	19
20		(27) Signals and interlockers	6,173	353		5		6,521	20
21		(29) Power plants	1					1	21
22		(31) Power-transmission systems	140	7				147	22
23		(35) Miscellaneous structures	1,579	8				1,587	23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction	532	24		206		350	25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts	27	5				32	28
29		TOTAL ROAD	68,729	5,947		5,497		69,179	29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	68,729	5,947		5,497		69,179	39

\*To be reported with equipment expense rather than W&S expenses.

## NOTES AND REMARKS FOR SCHEDULE 342

Schedule 335

1. Line 32, Column (f) includes the following:

- a. \$5,218 Debit to reserve for transferred equipment.
- b. 39 Debit to reserve to eliminate excess reserve for  
\_\_\_\_\_ Capital Lease expiration.

Total \$5,257

2. Line 33, Column (d) - \$20 credit to reserve to eliminate remaining reserve balance where last asset in account was retired.
3. Line 36, Column (d) - \$5,218 credit to reserve for transferred equipment.
4. Line 39, Column (c) - \$6,513 Amortization of excess reserve as prescribed by ICC.



## 350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute the depreciation for the month of December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

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

5. If total road leased to others is less than 5% of total road owned, omit. If total equipment leased to others is less than 5% of total equipment owned, omit. However, Line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material	- NONE -			7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	<b>TOTAL ROAD</b>				29
	<b>EQUIPMENT</b>				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	(59) Computer systems and word processing equipment				37
38	<b>TOTAL EQUIPMENT</b>				38
39	<b>GRAND TOTAL</b>				39

### 351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Disclose credits and debits to Account 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent.)
3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Details in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Form No. 10-1 (Rev. 1-77)									
Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast			- NONE -				8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

To be reported with equipment expense rather than W&S expense.



**352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)**

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company in column (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.

5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4) (whole number)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
(a)		(b)	(c)	(d)	(e)	
1	R	Norfolk Southern Combined Railroad Subs.	15,760	10,091,122	3,149,412	1
2						2
3	L	North Carolina R.R.	219	5,224	1,477	3
4	L	Cincinnati Southern	335	53,089		4
5	L	Atlantic & North Carolina	94	2,707	377	5
6	L	Pittsburgh & West Virginia R.R.	121	50,392	18,631	6
7	L	Lafayette Union Railway Co.	-	69		7
8		Total	769	111,481	20,485	8
9	O	Baltimore & Ohio	-	78		9
10	O	Chicago & Illinois Midland Ry. Co.	-	15		10
11	O	Chicago & Western Indiana Ry. Co.	-	3,278		11
12	O	Central Transfer & Storage	-	12		12
13	O	Columbus & Greenville R.R.	12	70		13
14	O	Athens Belt Line	-	8		14
15	O	Richmond Fredericksbury & Potomac	-	31		15
16	O	Georgia RR & Banking Co.	-	322		16
17	O	Carolina Aluminum	11	270		17
18	O	United States Government	39			18
19		Total	62	4,084		19
20		Less Lines Leased to or Operated by others				20
21	R	Clinchfield R.R.	-	17		21
22	R	Gloss-Sheffield Steel & Iron	-	9		22
23	R	Ware Shoals R.R. Co.	5	96		23
24	R	Chesapeake & Ohio R.R.	9	533		24
25	R	St. Louis - San Francisco R.R.	-	17		25
26	R	Augusta & Summerville R.R.	-	17		26
27	R	Louisville & Nashville R.R.	-	5		27
28	R	Gulf Mobile & Ohio	-	19		28
29	R	Seaboard Coast Line	57	1,011		29
30	R	Northern Missouri Railroad Co.	-	10,158		30
31		TOTAL	16,520	10,194,805	3,169,897	31

**352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE**
**(By Property Accounts)**

(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 44 herein, should correspond with the amounts for each class of company and properties shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	127,918	9,584		1,320	1
2		(3) Grading	445,163	36,681		788	2
3		(4) Other, right-of-way expenditures	3,898	138			3
4		(5) Tunnels and subways	42,795	10,363			4
5		(6) Bridges, trestles, and culverts	396,587	24,000		723	5
6		(7) Elevated structures	1				6
7		(8) Ties	1,041,826	3,698		83	7
8		(9) Rail and other track material	2,017,128	16,499		357	8
9		(11) Ballast	489,658	4,321		72	9
10		(13) Fences, snow sheds, and signs	7,161	231		1	10
11		(16) Station and office buildings	227,265	2,998		186	11
12		(17) Roadway buildings	27,413	192		1	12
13		(18) Water stations	2,001	70		1	13
14		(19) Fuel stations	14,942	102			14
15		(20) Shops and enginehouses	155,512	465			15
16		(22) Storage warehouses	838	40			16
17		(23) Wharves and docks	3,069	37			17
18		(24) Coal and ore wharves	60,985				18
19		(25) TOFC/COFC terminals	34,887	52			19
20		(26) Communication systems	161,341	689		4	20
21		(27) Signals and interlockers	292,111	2,325		73	21
22		(29) Power plants	3,888				22
23		(31) Power-transmission systems	16,603	80			23
24		(35) Miscellaneous structures	6,312	24			24
25		(37) Roadway machines	131,938	53			25
26		(39) Public improvements—Construction	65,993	2,486		123	26
27		(44) Shop machinery	72,131	52			27
28		(45) Power-plant machinery	14,031	9			28
29		Leased property capitalized rentals (explain)				74	29
30		Other (specify and explain) <b>Accts. 1 &amp; 77</b>		4,098		105	30
31		<b>TOTAL ROAD</b>	5,863,395	119,287		3,911	31
32		(52) Locomotives	1,111,842				32
33		(53) Freight-train cars	2,590,375				33
34		(54) Passenger-train cars	1,140				34
35		(55) Highway revenue equipment	53,274				35
36		(56) Floating equipment	3,097				36
37		(57) Work equipment	78,408	4			37
38		(58) Miscellaneous equipment	71,153				38
39		(59) Computer systems and word processing equipment					39
40		<b>TOTAL EQUIPMENT</b>	3,909,289	4			40
41		(76) Interest during construction	34,010	5,920		173	41
42		(80) Other elements of investment	397	(14,126)			42
43		(90) Construction work in progress	272,149	396			43
44		<b>GRAND TOTAL</b>	10,079,240	111,481		4,084	44



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## Cross-checks

## Schedule 410

Line 620, column (h)  
 Line 620, column (f)  
 Line 620, column (g)

## Schedule 210

Line 14, column (b)  
 Line 14, column (d)  
 Line 14, column (e)

## Schedule 412

Lines 135 thru 137, column (f)  
 Lines 117 thru 122, and 129 thru 134,  
 column (f)

Line 31, column (b)  
 Line 31, column (c)

## Schedule 414

Line 231, column (f)  
 Line 230, column (f)

Line 19, columns (b) thru (d)  
 Line 19, columns (e) thru (g)

## Schedule 415

Lines 207, 208, 211, 212, column (f)  
 Lines 226, 227, column (f)  
 Lines 311, 312, 315, 316, column (f)

Lines 5, 38, column (f)  
 Lines 24, 39, column (f)  
 Lines 32, 35, 36, 37, 40, 41, column (f)

And

## Schedule 414

Minus line 24, columns (b) thru (d) plus  
 line 24, columns (e) thru (g)

## Schedule 415

Line 213, column (f)  
 Line 232, column (f)  
 Line 317, column (f)  
 Lines 202, 203, 216, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 216, column (f))  
 Lines 221, 222, 235, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 235, column (f))  
 Lines 302 thru 307 and 320, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 320, column (f))

Lines 5, 38, columns (c) and (d)  
 Lines 24, 39, columns (c) and (d)  
 Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)  
 Lines 5, 38, column (b)  
 Lines 24, 39, column (b)  
 Lines 32, 35, 36, 37, 40, 41, column (b)

## Schedule 417

Line 507, column (f)  
 Line 508, column (f)  
 Line 509, column (f)  
 Line 510, column (f)  
 Line 511, column (f)  
 Line 512, column (f)  
 Line 513, column (f)  
 Line 514, column (f)  
 Line 515, column (f)  
 Line 516, column (f)  
 Line 517, column (f)

Line 1, column (j)  
 Line 2, column (j)  
 Line 3, column (j)  
 Line 4, column (j)  
 Line 5, column (j)  
 Line 6, column (j)  
 Line 7, column (j)  
 Line 8, column (j)  
 Line 9, column (j)  
 Line 10, column (j)  
 Line 11, column (j)

410. RAILWAY OPERATING EXPENSES  
(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rule governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		<b>WAY AND STRUCTURES:</b>	\$	\$	\$	\$	\$	\$	\$	
		<b>ADMINISTRATION:</b>								
1		Track	13,261	214	538	1,008	15,021	0	15,021	1
2		Bridge and Building	17,972	33	133	349	18,487	0	18,487	2
3		Signal	7,493	358	2,021	440	10,312	0	10,312	3
4		Communication	5,657	(1)	20	124	5,800	0	5,800	4
5		Other	6,375	254	1,772	2,019	10,420	0	10,420	5
		<b>REPAIR AND MAINTENANCE:</b>								
6		Roadway - Running	12,497	(1,203)	6,350	720	18,364	0	18,364	6
7		Roadway - Switching	1,672	234	762	102	2,770	0	2,770	7
8		Tunnels and Subways - Running	177	1	712	3	893	0	893	8
9		Tunnels and Subways - Switching	182	28	242	0	452	0	452	9
10		Bridges and Culverts - Running	7,782	3,161	6,236	667	17,846	0	17,846	10
11		Bridges and Culverts - Switching	1,527	404	829	134	2,894	0	2,894	11
12		Ties - Running	2,323	3,477	5	172	5,977	0	5,977	12
13		Ties - Switching	614	622	(4)	35	1,267	0	1,267	13
14		Rail and Other Track Material - Running	26,795	4,365	8,237	3,392	42,789	0	42,789	14
15		Rail and Other Track Material - Switching	4,343	931	669	895	6,838	0	6,838	15
16		Ballast - Running	2,674	2,611	2,063	344	7,692	0	7,692	16
17		Ballast - Switching	141	259	56	63	519	0	519	17
18		Road Property Damaged - Running	1,507	1,336	237	0	3,080	0	3,080	18
19		Road Property Damaged - Switching	0	0	0	0	0	0	0	19
20		Road Property Damaged - Other	0	38	21	0	59	0	59	20
21		Signals and Interlockers - Running	12,654	7,023	572	661	20,910	0	20,910	21
22		Signals and Interlockers - Switching	1,797	405	(70)	38	2,170	0	2,170	22
23		Communications Systems	5,334	2,829	6,299	244	14,706	0	14,706	23
24		Power Systems	154	434	53	0	641	0	641	24
25		Highway Grade Crossings- Running	1,311	1,129	1,889	2	4,331	0	4,331	25
26		Highway Grade Crossings- Switching	209	135	10	0	354	0	354	26
27		Station and Office Buildings	1,265	1,689	4,375	(46)	7,283	0	7,283	27
28		Shop Buildings - Locomotives	3,826	2,936	2,347	(9)	9,100	0	9,100	28
29		Shop Buildings - Freight Cars	1,252	1,066	416	41	2,775	N/A	2,775	29
30		Shop Buildings - Other Equipment	197	21	117	8	343	0	343	30

Road Initials: NS Rail Year 1986



410. RAILWAY OPERATING EXPENSES - Continued										
(Dollars in Thousands)										
FREIGHT										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
WAY AND STRUCTURES - Continued:			\$	\$	\$	\$	\$	\$	\$	
REPAIR AND MAINTENANCE - Continued:										
101		Locomotive Servicing Facilities	80	33	26	0	139	0	139	101
102		Miscellaneous Buildings and Structures	1,474	1,320	8,568	24	11,386	0	11,386	102
103		Coal Terminals	1,643	1,256	1,945	0	4,844	N/A	4,844	103
104		Ore Terminals	1	0	1	0	2	N/A	2	104
105		Other Marine Terminals	58	84	61	0	203	N/A	203	105
106		TOFC/COFC Terminals	133	228	25	0	386	N/A	386	106
107		Motor Vehicle Loading and Distribution Facilities	15	5	11	0	31	N/A	31	107
108		Facilities for Other Specialized Service Operations	349	697	232	13	1,291	N/A	1,291	108
109		Roadway Machines	7,153	15,282	2,308	751	25,494	0	25,494	109
110		Small Tools and Supplies	81	12,522	229	1	12,833	0	12,833	110
111		Snow Removal	780	291	93	1	1,165	0	1,165	111
112		Fringe Benefits - Running	N/A	N/A	N/A	25,531	25,531	0	25,531	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	5,164	5,164	0	5,164	113
114		Fringe Benefits - Other	N/A	N/A	N/A	21,393	21,393	0	21,393	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	9,259	9,259	0	9,259	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	1,724	1,724	0	1,724	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	5,206	5,206	0	5,206	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	14,117	N/A	14,117	0	14,117	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0	0	0	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	6,182	N/A	6,182	0	6,182	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	122
123	*	Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	5,561	N/A	5,561	0	5,561	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	822	N/A	822	0	822	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	722	N/A	722	0	722	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(1,917)	N/A	(1,917)	0	(1,917)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(1,131)	N/A	(1,131)	0	(1,131)	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(401)	N/A	(401)	0	(401)	129
130	*	Other Rents - Debit -Running	N/A	N/A	3	N/A	3	0	3	130
131	*	Other Rents - Debit -Switching	N/A	N/A	0	N/A	0	0	0	131
132	*	Other Rents - Debit -Other	N/A	N/A	968	N/A	968	0	968	132
133	*	Other Rents - (Credit) -Running	N/A	N/A	0	N/A	0	0	0	133

410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		LOCOMOTIVES - Continued:								
217		Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	2,166	0	9	0	2,175	0	2,175	218
219		TOTAL LOCOMOTIVES	46,213	50,389	3,440	63,911	163,953	0	163,953	219
		FREIGHT CARS:								
220		Administration	33,044	315	684	503	34,546	N/A	34,546	220
221		Repair and Maintenance	54,790	59,075	57,894	1,487	173,246	N/A	173,246	221
222		Machinery Repair	3,203	3,510	478	0	7,191	N/A	7,191	222
223		Equipment Damaged	3,061	2,635	5	0	5,701	N/A	5,701	223
224		Fringe Benefits	N/A	N/A	N/A	37,880	37,880	N/A	37,880	224
225		Other Casualties and Insurance	N/A	N/A	N/A	9,148	9,148	N/A	9,148	225
226		Lease Rentals - Debit	N/A	N/A	7,965	N/A	7,965	N/A	7,965	226
227		Lease Rentals - (Credit)	N/A	N/A	(469)	N/A	(469)	N/A	(469)	227
228		Joint Facility Rent - Debit	N/A	N/A	50	N/A	50	N/A	50	228
229		Joint Facility Rent - (Credit)	N/A	N/A	(158)	N/A	(158)	N/A	(158)	229
230		Other Rents - Debit	N/A	N/A	297,281	N/A	297,281	N/A	297,281	230
231		Other Rents - (Credit)	N/A	N/A	(138,356)	N/A	(138,356)	N/A	(138,356)	231
232		Depreciation	N/A	N/A	N/A	75,700	75,700	N/A	75,700	232
233		Joint Facility - Debit	N/A	N/A	352	N/A	352	N/A	352	233
234		Joint Facility - (Credit)	N/A	N/A	(161)	N/A	(161)	N/A	(161)	234
235		Repairs Billed to Others - (Credit)	N/A	N/A	(73,317)	N/A	(73,317)	N/A	(73,317)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	5,672	0	16	(120)	5,568	N/A	5,568	237
238		TOTAL FREIGHT CARS	99,770	65,535	152,264	124,598	442,167	N/A	442,167	238
		OTHER EQUIPMENT:								
301		Administration	537	9	59	43	648	0	648	301
302		Repair and Maintenance:								
302		Trucks, Trailers and Containers - Revenue Service	299	382	10,299	(4)	10,976	N/A	10,976	302
303		Floating Equipment - Revenue Service	49	235	493	0	777	N/A	777	303
304		Passenger and Other Revenue Equipment	0	0	0	0	0	61	61	304
305		Computer Systems and Word Processing Equipment	0	0	7,799	0	7,799	0	7,799	305
306		Machinery	509	1,014	271	0	1,794	0	1,794	306
307		Work and Other Non-Revenue Equipment	2,416	3,348	6,405	(216)	11,953	0	11,953	307
308		Equipment Damaged	30	26	25	0	81	0	81	308
309		Fringe Benefits	N/A	N/A	N/A	1,982	1,982	0	1,982	309
310		Other Casualties and Insurance	N/A	N/A	N/A	697	697	0	697	310
311		Lease Rentals - Debit	N/A	N/A	1,874	N/A	1,874	0	1,874	311
312		Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	312

Not a Publication



410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Road Initials: NS Rail Year 1986

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES - Continued:	\$	\$	\$	\$	\$	\$	\$	
		REPAIR AND MAINTENANCE - Continued:								
134	*	Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135	*	Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136	*	Depreciation - Running	N/A	N/A	N/A	68,226	68,226	0	68,226	136
137	*	Depreciation - Switching	N/A	N/A	N/A	10,642	10,642	0	10,642	137
138	*	Depreciation - Other	N/A	N/A	N/A	38,997	38,997	0	38,997	138
139		Joint Facility Rent - Debit - Running	N/A	N/A	7,705	N/A	7,705	0	7,705	139
140		Joint Facility Rent - Debit - Switching	N/A	N/A	2,112	N/A	2,112	0	2,112	140
141		Joint Facility Rent - Debit - Other	N/A	N/A	612	N/A	612	0	612	141
142		Joint Facility Rent - (Credit) - Running	N/A	N/A	(4,487)	N/A	(4,487)	0	(4,487)	142
143		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(1,283)	N/A	(1,283)	0	(1,283)	143
144		Joint Facility Rent - (Credit) - Other	N/A	N/A	(824)	N/A	(824)	0	(824)	144
145		Dismantling Retired Road Property - Running	128	(1)	(1)	0	126	0	126	145
146		Dismantling Retired Road Property - Switching	12	0	0	0	12	0	12	146
147		Dismantling Retired Road Property - Other	0	0	5	0	5	0	5	147
148		Other - Running	5,713	541	(309)	210	6,155	0	6,155	148
149		Other - Switching	1,105	3	0	0	1,108	0	1,108	149
150		Other - Other	1,390	(41)	(16)	(4,574)	(3,241)	0	(3,241)	150
151		TOTAL WAY AND STRUCTURES	161,106	67,009	88,846	193,974	510,935	0	510,935	151
		EQUIPMENT:								
		LOCOMOTIVES:								
201		Administration	15,738	105	436	318	16,597	0	16,597	201
202	*	Repair and Maintenance	26,312	48,427	3,300	497	78,536	0	78,536	202
203	*	Machinery Repair	1,412	1,803	270	0	3,485	0	3,485	203
204		Equipment Damaged	148	54	0	0	202	0	202	204
205		Fringe Benefits	N/A	N/A	N/A	16,196	16,196	0	16,196	205
206		Other Casualties and Insurance	N/A	N/A	N/A	4,724	4,724	0	4,724	206
207	*	Lease Rentals - Debit	N/A	N/A	978	N/A	978	0	978	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	208
209		Joint Facility Rent - Debit	N/A	N/A	332	N/A	332	0	332	209
210		Joint Facility Rent - (Credit)	N/A	N/A	(151)	N/A	(151)	0	(151)	210
211	*	Other Rents - Debit	N/A	N/A	2	N/A	2	0	2	211
212	*	Other Rents - (Credit)	N/A	N/A	(1,077)	N/A	(1,077)	0	(1,077)	212
213	*	Depreciation	N/A	N/A	N/A	42,176	42,176	0	42,176	213
214		Joint Facility - Debit	N/A	N/A	646	N/A	646	0	646	214
215		Joint Facility - (Credit)	N/A	N/A	(487)	N/A	(487)	0	(487)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

44

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		LOCOMOTIVES - Continued:								
217		Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	2,166	0	9	0	2,175	0	2,175	218
219		TOTAL LOCOMOTIVES	45,776	50,389	4,257	63,911	164,333	0	164,333	219
		FREIGHT CARS:								
220		Administration	32,360	315	684	503	33,862	N/A	33,862	220
221	*	Repair and Maintenance	54,790	59,075	57,894	1,487	173,246	N/A	173,246	221
222	*	Machinery Repair	3,203	3,510	478	0	7,191	N/A	7,191	222
223		Equipment Damaged	3,061	2,635	5	0	5,701	N/A	5,701	223
224		Fringe Benefits	A	N/A	N/A	37,880	37,880	N/A	37,880	224
225		Other Casualties and Insurance	N/A	N/A	N/A	9,148	9,148	N/A	9,148	225
226	*	Lease Rentals - (Credit)	N/A	N/A	7,148	N/A	7,148	N/A	7,148	226
227	*	Lease Rentals - Debit	N/A	N/A	(469)	N/A	(469)	N/A	(469)	227
228		Joint Facility Rent - Debit	N/A	N/A	50	N/A	50	N/A	50	228
229		Joint Facility Rent - (Credit)	N/A	N/A	(158)	N/A	(158)	N/A	(158)	229
230	*	Other Rents - Debit	N/A	N/A	297,281	N/A	297,281	N/A	297,281	230
231	*	Other Rents - (Credit)	N/A	N/A	(138,356)	N/A	(138,356)	N/A	(138,356)	231
232	*	Depreciation	N/A	N/A	N/A	75,700	75,700	N/A	75,700	232
233		Joint Facility - Debit	N/A	N/A	352	N/A	352	N/A	352	233
234		Joint Facility - (Credit)	N/A	N/A	(161)	N/A	(161)	N/A	(161)	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(73,317)	N/A	(73,317)	N/A	(73,317)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	5,672	0	16	(120)	5,568	N/A	5,568	237
238		TOTAL FREIGHT CARS	99,086	65,535	151,447	124,598	440,666	N/A	440,666	238
		OTHER EQUIPMENT:								
301		Administration	1,658	9	59	43	1,769	0	1,769	301
		Repair and Maintenance:								
302	*	Trucks, Trailers and Containers - Revenue Service	299	382	10,299	(4)	10,976	N/A	10,976	302
303	*	Floating Equipment - Revenue Service	49	235	493	0	777	N/A	777	303
304	*	Passenger and Other Revenue Equipment	0	0	0	0	0	61	61	304
305	*	Computer Systems and Word Processing Equipment	0	0	7,799	0	7,799	0	7,799	305
306	*	Machinery	509	1,014	271	0	1,794	0	1,794	306
307	*	Work and Other Non-Revenue Equipment	2,416	3,348	6,405	(216)	11,953	0	11,953	307
308		Equipment Damaged	30	26	25	0	81	0	81	308
309		Fringe Benefits	N/A	N/A	N/A	1,982	1,982	0	1,982	309
310		Other Casualties and Insurance	N/A	N/A	N/A	697	697	0	697	310
311	*	Lease Rentals - Debit	N/A	N/A	1,874	N/A	1,874	0	1,874	311
312	*	Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	312

Road Initials: NS Rail Year 1986



410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		<b>WAY AND STRUCTURES - Continued:</b>								
134	*	Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135	*	Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136	*	Depreciation - Running	N/A	N/A	N/A	68,226	68,226	0	68,226	136
137	*	Depreciation - Switching	N/A	N/A	N/A	10,642	10,642	0	10,642	137
138		Depreciation - Other	N/A	N/A	N/A	38,997	38,997	0	38,997	138
139		Joint Facility Rent - Debit - Running	N/A	N/A	7,705	N/A	7,705	0	7,705	139
140		Joint Facility Rent - Debit - Switching	N/A	N/A	2,112	N/A	2,112	0	2,112	140
141		Joint Facility Rent - Debit - Other	N/A	N/A	612	N/A	612	0	612	141
142		Joint Facility Rent - (Credit) - Running	N/A	N/A	(4,487)	N/A	(4,487)	0	(4,487)	142
143		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(1,283)	N/A	(1,283)	0	(1,283)	143
144		Joint Facility Rent - (Credit) - Other	N/A	N/A	(824)	N/A	(824)	0	(824)	144
145		Dismantling Retired Road Property - Running	128	(1)	(1)	0	126	0	126	145
146		Dismantling Retired Road Property - Switching	12	0	0	0	12	0	12	146
147		Dismantling Retired Road Property - Other	0	0	5	0	5	0	5	147
148		Other - Running	5,713	541	(309)	210	6,155	0	6,155	148
149		Other - Switching	1,105	3	0	0	1,108	0	1,108	149
150		Other - Other	1,390	(41)	(16)	(4,574)	(3,241)	0	(3,241)	150
151		<b>TOTAL WAY AND STRUCTURES</b>	<b>161,106</b>	<b>67,009</b>	<b>88,846</b>	<b>193,974</b>	<b>510,935</b>	<b>0</b>	<b>510,935</b>	<b>151</b>
		<b>EQUIPMENT:</b>								
		<b>LOCOMOTIVES:</b>								
201		Administration	16,175	105	436	318	17,034	0	17,034	201
202	*	Repair and Maintenance	26,312	48,427	3,300	497	78,536	0	78,536	202
203		Machinery Repair	1,412	1,803	270	0	3,485	0	3,485	203
204		Equipment Damaged	148	54	0	0	202	0	202	204
205		Fringe Benefits	N/A	N/A	N/A	16,196	16,196	0	16,196	205
206		Other Casualties and Insurance	N/A	N/A	N/A	4,724	4,724	0	4,724	206
207	*	Lease Rentals - Debit	N/A	N/A	161	N/A	161	0	161	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	208
209		Joint Facility Rent - Debit	N/A	N/A	332	N/A	332	0	332	209
210		Joint Facility Rent - (Credit)	N/A	N/A	(151)	N/A	(151)	0	(151)	210
211	*	Other Rents - Debit	N/A	N/A	2	N/A	2	0	2	211
212	*	Other Rents - (Credit)	N/A	N/A	(1,077)	N/A	(1,077)	0	(1,077)	212
213	*	Depreciation	N/A	N/A	N/A	42,176	42,176	0	42,176	213
214		Joint Facility - Debit	N/A	N/A	646	N/A	646	0	646	214
215		Joint Facility - (Credit)	N/A	N/A	(487)	N/A	(487)	0	(487)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

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410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		LOCOMOTIVES - Continued:								
217		Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	2,166	0	9	0	2,175	0	2,175	218
219		TOTAL LOCOMOTIVES	46,213	50,389	3,440	63,911	163,953	0	163,953	219
		FREIGHT CARS:								
220		Administration	33,044	315	684	503	34,546	N/A	34,546	220
221		Repair and Maintenance	54,790	59,075	57,894	1,487	173,246	N/A	173,246	221
222		Machinery Repair	3,203	3,510	478	0	7,191	N/A	7,191	222
223		Equipment Damaged	3,061	2,635	5	0	5,701	N/A	5,701	223
224		Fringe Benefits	N/A	N/A	N/A	37,880	37,880	N/A	37,880	224
225		Other Casualties and Insurance	N/A	N/A	N/A	9,148	9,148	N/A	9,148	225
226		Lease Rentals - Debit	N/A	N/A	7,965	N/A	7,965	N/A	7,965	226
227		Lease Rentals - (Credit)	N/A	N/A	(469)	N/A	(469)	N/A	(469)	227
228		Joint Facility Rent - Debit	N/A	N/A	50	N/A	50	N/A	50	228
229		Joint Facility Rent - (Credit)	N/A	N/A	(158)	N/A	(158)	N/A	(158)	229
230		Other Rents - Debit	N/A	N/A	297,281	N/A	297,281	N/A	297,281	230
231		Other Rents - (Credit)	N/A	N/A	(138,356)	N/A	(138,356)	N/A	(138,356)	231
232		Depreciation	N/A	N/A	N/A	75,700	75,700	N/A	75,700	232
233		Joint Facility - Debit	N/A	N/A	352	N/A	352	N/A	352	233
234		Joint Facility - (Credit)	N/A	N/A	(161)	N/A	(161)	N/A	(161)	234
235		Repairs Billed to Others - (Credit)	N/A	N/A	(73,317)	N/A	(73,317)	N/A	(73,317)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	5,672	0	16	(120)	5,568	N/A	5,568	237
238		TOTAL FREIGHT CARS	99,770	65,535	152,264	124,598	442,167	N/A	442,167	238
		OTHER EQUIPMENT:								
301		Administration	537	9	59	43	648	0	648	301
302		Repair and Maintenance:								
303		Trucks, Trailers and Containers - Revenue Service	299	382	10,299	(4)	10,976	N/A	10,976	302
304		Floating Equipment - Revenue Service	49	235	493	0	777	N/A	777	303
305		Passenger and Other Revenue Equipment	0	0	0	0	0	61	61	304
306		Computer Systems and Word Processing Equipment	0	0	7,799	0	7,799	0	7,799	305
307		Machinery	509	1,014	271	0	1,794	0	1,794	306
308		Work and Other Non-Revenue Equipment	2,416	3,348	6,405	(216)	11,953	0	11,953	307
309		Equipment Damaged	30	26	25	0	81	0	81	308
310		Fringe Benefits	N/A	N/A	N/A	1,982	1,982	0	1,982	309
311		Other Casualties and Insurance	N/A	N/A	N/A	697	697	0	697	310
312		Lease Rentals - Debit	N/A	N/A	1,874	N/A	1,874	0	1,874	311
		Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	312

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410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES - Continued:								
134	*	Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135	*	Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136	*	Depreciation - Running	N/A	N/A	N/A	68,226	68,226	0	68,226	136
137	*	Depreciation - Switching	N/A	N/A	N/A	10,642	10,642	0	10,642	137
138	*	Depreciation - Other	N/A	N/A	N/A	38,997	38,997	0	38,997	138
139		Joint Facility Rent - Debit - Running	N/A	N/A	7,705	N/A	7,705	0	7,705	139
140		Joint Facility Rent - Debit - Switching	N/A	N/A	2,112	N/A	2,112	0	2,112	140
141		Joint Facility Rent - Debit - Other	N/A	N/A	612	N/A	612	0	612	141
142		Joint Facility Rent - (Credit) - Running	N/A	N/A	(4,487)	N/A	(4,487)	0	(4,487)	142
143		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(1,283)	N/A	(1,283)	0	(1,283)	143
144		Joint Facility Rent - (Credit) - Other	N/A	N/A	(824)	N/A	(824)	0	(824)	144
145		Dismantling Retired Road Property - Running	128	(1)	(1)	0	126	0	125	145
146		Dismantling Retired Road Property - Switching	12	0	0	0	12	0	12	146
147		Dismantling Retired Road Property - Other	0	0	5	0	5	0	5	147
148		Other - Running	5,713	541	(309)	210	6,155	0	6,155	148
149		Other - Switching	1,105	3	0	0	1,108	0	1,108	149
150		Other - Other	1,390	(41)	(16)	(4,574)	(3,241)	0	(3,241)	150
151		TOTAL WAY AND STRUCTURES	151,106	67,009	88,846	193,974	510,935	0	510,935	151
		EQUIPMENT:								
		LOCOMOTIVES:								
201		Administration	15,738	105	436	319	16,597	0	16,597	201
202	*	Repair and Maintenance	26,312	48,427	3,300	497	78,536	0	78,536	202
203		Machinery Repair	1,412	1,803	270	0	3,485	0	3,485	203
204		Equipment Damaged	148	54	0	0	202	0	202	204
205		Fringe Benefits	N/A	N/A	N/A	16,196	16,196	0	16,196	205
206		Other Casualties and Insurance	N/A	N/A	N/A	4,724	4,724	0	4,724	206
207	*	Lease Rentals - Debit	N/A	N/A	161	N/A	161	0	161	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	208
209		Joint Facility Rent - Debit	N/A	N/A	332	N/A	332	0	332	209
210		Joint Facility Rent - (Credit)	N/A	N/A	(151)	N/A	(151)	0	(151)	210
211	*	Other Rents - Debit	N/A	N/A	2	N/A	2	0	2	211
212	*	Other Rents - (Credit)	N/A	N/A	(1,077)	N/A	(1,077)	0	(1,077)	212
213	*	Depreciation	N/A	N/A	N/A	42,176	42,176	0	42,176	213
214		Joint Facility - Debit	N/A	N/A	646	N/A	646	0	646	214
215		Joint Facility - (Credit)	N/A	N/A	(487)	N/A	(487)	0	(487)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

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410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		LOCOMOTIVES - Continued:								
217		Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	2,166	0	9	0	2,175	0	2,175	218
219		TOTAL LOCOMOTIVES	45,776	50,389	3,440	63,911	163,516	0	163,516	219
		FREIGHT CARS:								
220		Administration	32,360	315	684	503	33,862	N/A	33,862	220
221	*	Repair and Maintenance	54,790	59,075	57,894	1,487	173,246	N/A	173,246	221
222	*	Machinery Repair	3,203	3,510	478	0	7,191	N/A	7,191	222
223		Equipment Damaged	3,061	2,635	5	0	5,701	N/A	5,701	223
224		Fringe Benefits	N/A	N/A	N/A	37,880	37,880	N/A	37,880	224
225		Other Casualties and Insurance	N/A	N/A	N/A	9,148	9,148	N/A	9,148	225
226		Lease Rentals - Debit	N/A	N/A	7,148	N/A	7,148	N/A	7,148	226
227	*	Lease Rentals - (Credit)	N/A	N/A	(469)	N/A	(469)	N/A	(469)	227
228		Joint Facility Rent - Debit	N/A	N/A	50	N/A	50	N/A	50	228
229		Joint Facility Rent - (Credit)	N/A	N/A	(158)	N/A	(158)	N/A	(158)	229
230	*	Other Rents - Debit	N/A	N/A	298,098	N/A	298,098	N/A	298,098	230
231	*	Other Rents - (Credit)	N/A	N/A	(138,356)	N/A	(138,356)	N/A	(138,356)	231
232	*	Depreciation	N/A	N/A	N/A	75,700	75,700	N/A	75,700	232
233		Joint Facility - Debit	N/A	N/A	352	N/A	352	N/A	352	233
234		Joint Facility - (Credit)	N/A	N/A	(161)	N/A	(161)	N/A	(161)	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(73,317)	N/A	(73,317)	N/A	(73,317)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	5,672	0	16	(120)	5,568	N/A	5,568	237
238		TOTAL FREIGHT CARS	99,086	65,535	152,264	124,598	441,483	N/A	441,483	238
		OTHER EQUIPMENT:								
301		Administration	1,658	9	59	43	1,769	0	1,769	301
302	*	Repair and Maintenance:								
302	*	Trucks, Trailers and Containers - Revenue Service	299	382	10,299	(4)	10,976	N/A	10,976	302
303	*	Floating Equipment - Revenue Service	49	235	493	0	777	N/A	777	303
304	*	Passenger and Other Revenue Equipment	0	0	0	0	0	61	61	304
305	*	Computer Systems and Word Processing Equipment	0	0	7,799	0	7,799	0	7,799	305
306	*	Machinery	509	1,014	271	0	1,794	0	1,794	306
307	*	Work and Other Non-Revenue Equipment	2,416	3,348	6,405	(216)	11,953	0	11,953	307
308		Equipment Damaged	30	26	25	0	81	0	81	308
309		Fringe Benefits	N/A	N/A	N/A	1,982	1,982	0	1,982	309
310		Other Casualties and Insurance	N/A	N/A	N/A	697	697	0	697	310
311	*	Lease Rentals - Debit	N/A	N/A	1,874	N/A	1,874	0	1,874	311
312	*	Lease Rentals - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	312

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410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT:								
313		Joint Facility Rent - Debit	N/A	N/A	124	N/A	124	0	124	313
314		Joint Facility Rent - (Credit)	N/A	N/A	(382)	N/A	(382)	0	(382)	314
315		Other Rents - Debit	N/A	N/A	25,748	N/A	25,748	0	25,748	315
316		Other Rents - (Credit)	N/A	N/A	(7,588)	N/A	(7,588)	0	(7,588)	316
317		Depreciation	N/A	N/A	N/A	22,884	22,884	0	22,834	317
318		Joint Facility - Debit	N/A	N/A	397	N/A	397	0	397	318
319		Joint Facility - (Credit)	N/A	N/A	(1,219)	N/A	(1,219)	0	(1,219)	319
320		Repairs Billed to Others - (Credit)	N/A	N/A	(6,733)	N/A	(6,733)	0	(6,733)	320
321		Dismantling Retired Property	0	0	0	0	0	0	0	321
322		Other	764	(333)	(1)	0	430	0	430	322
323		TOTAL OTHER EQUIPMENT	5,725	4,681	37,570	25,386	73,362	61	73,423	323
324		TOTAL EQUIPMENT	150,587	120,605	193,274	213,895	678,361	61	678,422	324
		TRANSPORTATION:								
		TRAIN OPERATIONS:								
401		Administration	28,959	761	1,332	2,278	33,330	0	33,330	401
402		Engine Crews	79,855	(6)	1,872	3,410	85,131	0	85,131	402
403		Train Crews	149,844	(14)	3,849	5,401	159,080	0	159,080	403
404		Dispatching Trains	12,093	25	176	37	12,331	0	12,331	404
405		Operating Signals and Interlockers	8,780	1,660	479	671	11,590	0	11,590	405
406		Operating Drawbridges	1,626	0	0	9	1,635	0	1,635	406
407		Highway Crossing Protection	406	47	50	0	503	0	503	407
408		Train Inspection and Lubrication	32,269	2,024	101	8	34,402	0	34,402	408
409		Locomotive Fuel	135	125,192	0	0	125,327	0	125,327	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	11,403	6,454	419	92	18,368	0	18,368	411
412		Freight Lost or Damaged - Seely Related	N/A	N/A	N/A	784	784	0	784	412
413		Clearing Wrecks	853	126	1,830	(1)	2,808	0	2,808	413
414		Fringe Benefits	N/A	N/A	N/A	109,044	109,044	0	109,044	414
415		Other Casualties and Insurance	N/A	N/A	N/A	36,742	36,742	0	36,742	415
416		Joint Facility - Debit	N/A	N/A	2,215	N/A	2,215	0	2,215	416
417		Joint Facility - (Credit)	N/A	N/A	(2,098)	N/A	(2,098)	0	(2,098)	417
418		Other	4,315	825	584	757	6,481	0	6,481	418
419		TOTAL TRAIN OPERATIONS	330,538	137,094	10,809	159,232	637,673	0	637,673	419
		YARD OPERATIONS:								
420		Administration	14,555	227	881	292	15,955	0	15,955	420
421		Switch Crews	131,322	148	363	39	131,872	0	131,872	421

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**410. RAILWAY OPERATING EXPENSES - Continued**  
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Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		<b>OTHER EQUIPMENT:</b>								
313		Joint Facility Rent - Debit	\$ N/A	\$ N/A	\$ 124	\$ N/A	\$ 124	\$ 0	\$ 124	313
314		Joint Facility Rent - (Credit)	N/A	N/A	(382)	N/A	(382)	0	(382)	314
315	*	Other Rents - Debit	N/A	N/A	25,748	N/A	25,748	0	25,748	315
316	*	Other Rents - (Credit)	N/A	N/A	(7,588)	N/A	(7,588)	0	(7,588)	316
317	*	Depreciation	N/A	N/A	N/A	22,884	22,884	0	22,884	317
318		Joint Facility - Debit	N/A	N/A	397	N/A	397	0	397	318
319		Joint Facility - (Credit)	N/A	N/A	(1,219)	N/A	(1,219)	0	(1,219)	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(6,733)	N/A	(6,733)	0	(6,733)	320
321		Dismantling Retired Property	0	0	0	0	0	0	0	321
322		Other	764	(333)	(1)	0	430	0	430	322
323		<b>TOTAL OTHER EQUIPMENT</b>	4,604	4,681	37,570	25,386	72,241	61	72,302	323
324		<b>TOTAL EQUIPMENT</b>	150,587	120,605	193,274	213,895	678,361	61	678,422	324
		<b>TRANSPORTATION:</b>								
		<b>TRAIN OPERATIONS:</b>								
401		Administration	28,959	761	1,332	2,278	33,330	0	33,330	401
402		Engine Crews	79,924	(6)	1,872	3,410	85,200	0	85,200	402
403		Train Crews	149,972	(14)	3,849	5,401	159,208	0	159,208	403
404		Dispatching Trains	11,896	25	176	37	12,134	0	12,134	404
405		Operating Signals and Interlockers	8,780	1,660	479	671	11,590	0	11,590	405
406		Operating Drawbridges	1,626	0	0	9	1,635	0	1,635	406
407		Highway Crossing Protection	406	47	50	0	503	0	503	407
408		Train Inspection and Lubrication	32,269	2,024	101	8	34,402	0	34,402	408
409		Locomotive Fuel	135	125,192	0	0	125,327	0	125,327	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	11,403	6,454	419	92	18,368	0	18,368	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	784	784	0	784	412
413		Clearing Wrecks	853	126	1,830	(1)	2,808	0	2,808	413
414		Fringe Benefits	N/A	N/A	N/A	109,044	109,044	0	109,044	414
415		Other Casualties and Insurance	N/A	N/A	N/A	36,742	36,742	0	36,742	415
416		Joint Facility - Debit	N/A	N/A	2,215	N/A	2,215	0	2,215	416
417		Joint Facility - (Credit)	N/A	N/A	(2,098)	N/A	(2,098)	0	(2,098)	417
418		Other	4,315	825	584	757	6,481	0	6,481	418
419		<b>TOTAL TRAIN OPERATIONS</b>	330,538	137,094	10,809	159,232	637,673	0	637,673	419
		<b>YARD OPERATIONS:</b>								
420		Administration	14,555	227	881	292	15,955	0	15,955	420
421		Switch Crews	131,322	148	363	39	131,872	0	131,872	421

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**410. RAILWAY OPERATING EXPENSES - Continued**  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		<b>OTHER EQUIPMENT:</b>								
313		Joint Facility Rent - Debit	\$ N/A	\$ N/A	\$ 124	\$ N/A	124	\$ 0	124	313
314		Joint Facility Rent - (Credit)	N/A	N/A	(382)	N/A	(382)	0	(382)	314
315	*	Other Rents - Debit	N/A	N/A	25,748	N/A	25,748	0	25,748	315
316	*	Other Rents - (Credit)	N/A	N/A	(7,588)	N/A	(7,588)	0	(7,588)	316
317	*	Depreciation	N/A	N/A	N/A	22,884	22,884	0	22,884	317
318		Joint Facility - Debit	N/A	N/A	397	N/A	397	0	397	318
319		Joint Facility - (Credit)	N/A	N/A	(1,219)	N/A	(1,219)	0	(1,219)	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(6,733)	N/A	(6,733)	0	(6,733)	320
321		Dismantling Retired Property	0	0	0	0	0	0	0	321
322		Other	764	(333)	(1)	0	430	0	430	322
323		<b>TOTAL OTHER EQUIPMENT</b>	<b>5,725</b>	<b>4,681</b>	<b>37,570</b>	<b>25,386</b>	<b>73,362</b>	<b>61</b>	<b>73,423</b>	<b>323</b>
324		<b>TOTAL EQUIPMENT</b>	<b>150,587</b>	<b>120,605</b>	<b>193,274</b>	<b>213,895</b>	<b>678,361</b>	<b>61</b>	<b>678,422</b>	<b>324</b>
		<b>TRANSPORTATION:</b>								
		<b>TRAIN OPERATIONS:</b>								
401		Administration	28,959	761	1,332	2,278	33,330	0	33,330	401
402		Engine Crews	79,855	(6)	1,872	3,410	85,131	69	85,200	402
403		Train Crews	149,775	(14)	3,849	5,401	159,011	197	159,208	403
404		Dispatching Trains	11,896	25	176	37	12,134	0	12,134	404
405		Operating Signals and Interlockers	8,780	1,660	479	671	11,590	0	11,590	405
406		Operating Drawbridges	1,626	0	0	9	1,635	0	1,635	406
407		Highway Crossing Protection	406	47	50	0	503	0	503	407
408		Train Inspection and Lubrication	32,269	2,024	101	8	34,402	0	34,402	408
409		Locomotive Fuel	135	125,192	0	0	125,327	0	125,327	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	11,403	6,454	419	92	18,368	0	18,368	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	784	784	0	784	412
413		Clearing Wrecks	853	126	1,830	(1)	2,808	0	2,808	413
414		Fringe Benefits	N/A	N/A	N/A	109,044	109,044	0	109,044	414
415		Other Casualties and Insurance	N/A	N/A	N/A	36,742	36,742	0	36,742	415
416		Joint Facility - Debit	N/A	N/A	2,215	N/A	2,215	0	2,215	416
417		Joint Facility - (Credit)	N/A	N/A	(2,098)	N/A	(2,098)	0	(2,098)	417
418		Other	4,315	825	584	757	6,481	0	6,481	418
419		<b>TOTAL TRAIN OPERATIONS</b>	<b>330,272</b>	<b>137,094</b>	<b>10,809</b>	<b>159,232</b>	<b>637,407</b>	<b>266</b>	<b>637,673</b>	<b>419</b>
		<b>YARD OPERATIONS:</b>								
420		Administration	14,555	227	881	292	15,955	0	15,955	420
421		Switch Crews	131,322	148	363	39	131,872	0	131,872	421



410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
422		<b>YARD OPERATIONS - Continued:</b>								
		Controlling Operations	\$ 8,722	\$ 120	\$ 429	\$ 13	\$ 9,284	\$ 0	\$ 9,284	422
423		Yard and Terminal Clerical	34,927	1,945	6,548	348	43,768	0	43,768	423
424		Operating Switches, Signals, Retarders and Humps	681	327	1	0	1,009	0	1,009	424
425		Locomotive Fuel	18	17,476	0	0	17,494	0	17,494	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	7,255	814	51	11	8,131	0	8,131	427
428		Freight Lost or Damaged - Soley Related	N/A	N/A	N/A	39	39	0	39	428
429		Clearing Wrecks	32	0	0	0	32	0	32	429
430		Fringe Benefits	N/A	N/A	N/A	63,763	63,763	0	63,763	430
431		Other Casualties and Insurance	N/A	N/A	N/A	9,085	9,085	0	9,085	431
432		Joint Facility - Debit	N/A	N/A	7,794	N/A	7,794	0	7,794	432
433		Joint Facility - (Credit)	N/A	N/A	(144)	N/A	(144)	0	(144)	433
434		Other	0	7	128	0	135	0	135	434
435		<b>TOTAL YARD OPERATIONS</b>	197,512	21,064	16,051	73,590	308,217	0	308,217	435
		<b>TRAIN AND YARD OPERATIONS COMMON:</b>								
501		Cleaning Car Interiors	124	1	47	N/A	172	0	172	501
502		Adjusting and Transferring Loads	351	12	1,250	N/A	1,613	N/A	1,613	502
503		Car Loading Devices and Grain Doors	3	14	0	N/A	17	N/A	17	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	10,114	10,114	0	10,114	504
505		Fringe Benefits	N/A	N/A	N/A	172	172	0	172	505
506		<b>TOTAL TRAIN AND YARD OPERATIONS COMMON</b>	478	27	1,297	10,286	12,088	0	12,088	506
		<b>SPECIALIZED SERVICES OPERATIONS:</b>								
507	*	Administration	5,335	161	223	152	5,876	N/A	5,876	507
508	*	Pickup and Delivery and Marine Line Haul	17	0	15,859	0	15,876	N/A	15,876	508
509	*	Loading and Unloading and Local Marine	3,155	1,202	5,268	218	9,843	N/A	9,843	509
510	*	Protective Services	0	0	609	0	609	N/A	609	510
511	*	Freight Lost or Damaged - Soley Related	N/A	N/A	N/A	39	39	N/A	39	511
512	*	Fringe Benefits	N/A	N/A	N/A	2,611	2,611	N/A	2,611	512
513	*	Casualties and Insurance	N/A	N/A	N/A	2,150	2,150	N/A	2,150	513
514	*	Joint Facility - Debit	N/A	N/A	285	N/A	285	N/A	285	514
515	*	Joint Facility - (Credit)	N/A	N/A	(37)	N/A	(37)	N/A	(37)	515
516	*	Other	0	0	0	0	0	N/A	0	516
517	*	<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	8,507	1,363	22,212	5,170	37,252	N/A	37,252	517

410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		YARD OPERATIONS - Continued:	\$	\$	\$	\$	\$	\$	\$	
422		Controlling Operations	8,722	120	429	13	9,284	0	9,284	422
423		Yard and Terminal Clerical	34,927	1,945	6,548	348	43,768	0	43,768	423
424		Operating Switches, Signals, Retarders and Humps	681	327	1	0	1,009	0	1,009	424
425		Locomotive Fuel	18	17,476	0	0	17,494	0	17,494	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	7,255	814	51	11	8,131	0	8,131	427
428		Freight Lost or Damaged - Soley Related	N/A	N/A	N/A	39	39	0	39	428
429		Clearing Wrecks	32	0	0	0	32	0	32	429
430		Fringe Benefits	N/A	N/A	N/A	63,763	63,763	0	63,763	430
431		Other Casualties and Insurance	N/A	N/A	N/A	9,085	9,085	0	9,085	431
432		Joint Facility - Debit	N/A	N/A	14,090	N/A	14,090	0	14,090	432
433		Joint Facility - (Credit)	N/A	N/A	(6,440)	N/A	(6,440)	0	(6,440)	433
434		Other	0	7	128	0	135	0	135	434
435		TOTAL YARD OPERATIONS	197,512	21,064	16,051	73,590	308,217	0	308,217	435
		TRAIN AND YARD OPERATIONS COMMON:								
501		Cleaning Car Interiors	124	1	47	N/A	172	0	172	501
502		Adjusting and Transferring Loads	351	12	1,250	N/A	1,613	N/A	1,613	502
503		Car Loading Devices and Grain Doors	3	14	0	N/A	17	N/A	17	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	10,114	10,114	0	10,114	504
505		Fringe Benefits	N/A	N/A	N/A	172	172	0	172	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	478	27	1,297	10,286	12,088	0	12,088	506
		SPECIALIZED SERVICES OPERATIONS:								
507	*	Administration	5,335	161	228	152	5,876	N/A	5,876	507
508	*	Pickup and Delivery and Marine Line Haul	17	0	15,859	0	15,876	N/A	15,876	508
509	*	Loading and Unloading and Local Marine	3,155	1,202	5,268	218	9,843	N/A	9,843	509
510	*	Protective Services	0	0	609	0	609	N/A	609	510
511	*	Freight Lost or Damaged - Soley Related	N/A	N/A	N/A	39	39	N/A	39	511
512	*	Fringe Benefits	N/A	N/A	N/A	2,611	2,611	N/A	2,611	512
513	*	Casualties and Insurance	N/A	N/A	N/A	2,150	2,150	N/A	2,150	513
514	*	Joint Facility - Debit	N/A	N/A	285	N/A	285	N/A	285	514
515	*	Joint Facility - (Credit)	N/A	N/A	(37)	N/A	(37)	N/A	(37)	515
516	*	Other	0	0	0	0	0	N/A	0	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	8,507	1,363	22,212	5,170	37,252	N/A	37,252	517



410. RAILWAY OPERATING EXPENSES - Continued  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
518		ADMINISTRATIVE SUPPORT OPERATIONS:	\$	\$	\$	\$	\$	\$	\$	
		Administration	11,099	350	2,566	2,856	16,871	0	16,871	518
519		Employees Performing Clerical and Accounting Functions	38,822	759	2,566	370	42,517	0	42,517	519
520		Communications Systems Operation	3,298	43	990	215	4,546	0	4,546	520
521		Loss and Damage Claims Processing	3,079	52	173	156	3,460	0	3,460	521
522		Fringe Benefits	N/A	N/A	N/A	18,180	18,180	0	18,180	522
523		Casualties and Insurance	N/A	N/A	N/A	3,506	3,506	0	3,506	523
524		Joint Facility - Debit	N/A	N/A	454	N/A	454	0	454	524
525		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	525
526		Other	318	79	38	11	446	0	446	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	56,616	1,283	6,786	25,294	89,979	0	89,979	527
528		TOTAL TRANSPORTATION	593,651	160,831	57,155	273,572	1,085,209	0	1,085,209	528
		GENERAL AND ADMINISTRATIVE:								
601		Officers - General Administration	3,538	106	275	352	4,271	0	4,271	601
602		Accounting, Auditing and Finance	42,240	546	4,967	1,295	49,048	0	49,048	602
603		Management Services and Data Processing	20,032	917	1,528	592	23,069	0	23,069	603
604		Marketing	14,783	520	893	1,391	17,587	0	17,587	604
605		Sales	20,901	293	1,488	2,745	25,427	0	25,427	605
606		Industrial Development	4,063	57	339	645	5,104	N/A	5,104	606
607		Personnel and Labor Relations	14,474	304	1,572	10,172	26,522	0	26,522	607
608		Legal and Secretarial	11,688	245	53	2,568	32,054	0	32,054	608
609		Public Relations and Advertising	1,920	487	6,222	1,639	10,268	0	10,268	609
610		Research and Development	809	0	14	6	829	0	829	610
611		Fringe Benefits	N/A	N/A	N/A	54,174	54,174	0	54,174	611
612		Casualties and Insurance	N/A	N/A	N/A	451	451	0	451	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	11,449	11,449	0	11,449	613
614		Property Taxes	N/A	N/A	N/A	25,751	25,751	0	25,751	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	15,171	15,171	0	15,171	615
616		Joint Facility - Debit	N/A	N/A	2,751	N/A	2,751	0	2,751	616
617		Joint Facility - (Credit)	N/A	N/A	(170)	N/A	(170)	0	(170)	617
618		Other	22,414	402	8,184	56,528	87,528	0	87,528	618
619		TOTAL GENERAL AND ADMINISTRATIVE	156,862	3,877	45,616	184,929	391,284	0	391,284	619
620		TOTAL CARRIER OPERATING EXPENSES	1,062,206	352,322	384,891	866,370	2,665,789	61	2,665,850	620

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Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		ADMINISTRATIVE SUPPORT OPERATIONS:	\$	\$	\$	\$	\$	\$	\$	
518		Administration	11,099	350	2,566	2,856	16,871	0	16,871	518
519		Employees Performing Clerical and Accounting Functions	38,822	759	2,566	370	42,517	0	42,517	519
520		Communications Systems Operation	3,298	43	990	215	4,546	0	4,546	520
521		Loss and Damage Claims Processing	3,079	52	173	156	3,460	0	3,460	521
522		Fringe Benefits	N/A	N/A	N/A	18,180	18,180	0	18,180	522
523		Casualties and Insurance	N/A	N/A	N/A	3,506	3,506	0	3,506	523
524		Joint Facility - Debit	N/A	N/A	454	N/A	454	0	454	524
525		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)	0	(1)	525
526		Other	318	79	38	11	446	0	446	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	53,616	1,283	6,786	25,294	89,979	0	89,979	527
528		TOTAL TRANSPORTATION	593,385	160,831	57,155	273,572	1,084,943	266	1,085,209	528
		GENERAL AND ADMINISTRATIVE:								
601		Officers - General Administration	3,538	106	275	352	4,271	0	4,271	601
602		Accounting, Auditing and Finance	42,240	546	4,967	1,295	49,048	0	49,048	602
603		Management Services and Data Processing	20,032	917	1,528	592	23,069	0	23,069	603
604		Marketing	14,783	520	893	1,391	17,587	0	17,587	604
605		Sales	20,901	293	1,488	2,745	25,427	0	25,427	605
606		Industrial Development	4,063	57	339	645	5,104	N/A	5,104	606
607		Personnel and Labor Relations	14,474	304	1,572	10,172	26,522	0	26,522	607
608		Legal and Secretarial	11,688	245	17,553	2,568	32,054	0	32,054	608
609		Public Relations and Advertising	1,920	487	6,222	1,639	10,268	0	10,268	609
610		Research and Development	809	0	14	6	829	0	829	610
611		Fringe Benefits	N/A	N/A	N/A	54,174	54,174	0	54,174	611
612		Casualties and Insurance	N/A	N/A	N/A	451	451	0	451	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	11,449	11,449	0	11,449	613
614		Property Taxes	N/A	N/A	N/A	25,751	25,751	0	25,751	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	15,171	15,171	0	15,171	615
616		Joint Facility - Debit	N/A	N/A	2,751	N/A	2,751	0	2,751	616
617		Joint Facility - (Credit)	N/A	N/A	(170)	N/A	(170)	0	(170)	617
618		Other	22,414	402	8,184	56,528	87,528	0	87,528	618
619		TOTAL GENERAL AND ADMINISTRATIVE	156,862	3,877	45,616	184,929	391,284	0	391,284	619
620		TOTAL CARRIER OPERATING EXPENSES	1,061,940	352,322	384,891	866,370	2,665,523	327	2,665,850	620



## 412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 31, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 135, 136, and 137.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 31 should balance the net amount reported in schedule 410, column (f), lines 117 through 122, plus lines 29 through 134.  
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 31 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 30 all other lease rentals not apportioned to any category listed on lines 1-29.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	3,942	711	(16)	2
3		4	Other right-of-way expenditures	58	10	(1)	3
4		5	Tunnels and subways	515	93	(1)	4
5		6	Bridges, trestles and culverts	5,186	936	(360)	5
6		7	Elevated structures				6
7		8	Ties	32,281	5,825		7
8		9	Rail and other track material	40,653	7,336		8
9		11	Ballast	7,530	1,359		9
10		13	Fences, snowsheds and signs	127	23	(31)	10
11		16	Station and office buildings	4,173	753	(210)	11
12		17	Roadway buildings	1,017	184	(44)	12
13		18	Water stations	63	11	12	13
14		19	Fuel stations	459	83	6	14
15		20	Shops and enginehouses	3,706	669	7	15
16		22	Storage warehouses	1			16
17		23	Wharves and docks	65	12		17
18		24	Coal and ore wharves	1,944	351	53	18
19		25	TOFC/COFC terminals	1,010	182	(19)	19
20		26	Communications systems	4,937	891	(45)	20
21		27	Signals and interlockers	7,844	1,416	(217)	21
22		29	Power plants	132	24		22
23		31	Power transmission systems	419	76	11	23
24		35	Miscellaneous structures	245	44	(11)	24
25		37	Roadway machines	5,532	998	(302)	25
26		39	Public improvements, construction	779	141	(14)	26
27		45	Power plant machines	492	89	9	27
28		76	Interest during construction	N/A			28
29		80	Other elements of investment	N/A			29
30		—	Other lease/rentals	(5,245)	(947)	118	30
31	*	—	TOTAL	117,865	21,270	(1,055)	31

# 414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in Thousands)

1. Report *freight* expenses only.
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

NOTES: Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of equipment  (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		17	78		46	93	1
2		Box-Plain 50 Foot and Longer		2,792	13,809	3,954	4,092	20,850	2
3		Box-Equipped		4,814	19,391		5,517	19,246	3
4		Gondola-Plain		1,256	4,750		1,724	6,015	4
5		Gondola-Equipped		349	1,713		506	1,666	5
6		Hopper-Covered		2,180	11,837	22,767	3,264	14,528	6
7		Hopper-Open Top-General Service		5,128	23,674		5,494	23,319	7
8		Hopper-Open Top-Special Service		52	623		207	740	8
9		Refrigerator-Mechanical					506	1,018	9
10		Refrigerator-Non-Mechanical		297	1,324		437	1,758	10
11		Flat TOPC/COFC		1,512	2,003	21,827	1,917	6,068	11
12		Flat Multi-Level		2,155	12,464	21,819	1,409	6,202	12
13		Flat-General Service		105	312	1,027	207	463	13
14		Flat-Other		244	1,324	2,392	874	3,424	14
15		Tank-Under 22,000 Gallons				50,591			15
16		Tank-22,000 Gallons and Over				13,449			16
17		All Other Freight Cars		209	934	729	115	1,018	17
18		Auto Racks			23,010			26,003	18
19		TOTAL FREIGHT TRAIN CARS		21,110	117,246	138,555	26,315	132,411	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			7,588	14,007		11,458	21
22		Refrigerated Containers							22
23		Other Containers				154		129	23
24	*	TOTAL TRAILERS AND CONTAINERS			7,588	14,161		11,587	24
25		GRAND TOTAL (LINES 19 AND 24)		21,110	124,834	152,716	26,315	143,998	25



## NOTES AND REMARKS

## GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 38, column (c), of Schedule 335.

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

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

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

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

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

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

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

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



## 415. SUPPORTING SCHEDULE—EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					
		Diesel Locomotive-Yard	9,110	1,795			1
2		Diesel Locomotive-Road	69,426	39,224	569		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	78,536	41,019	569		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	80	22	3	( 16)	6
7		Box-Plain 50 Foot and Longer	9,293	3,582	308	( 393)	7
8		Box-Equipped	21,685	13,586	578	(1151)	8
9		Gondola-Plain	6,135	4,377	38	( 368)	9
10		Gondola-Equipped	1,459	1,899		( 119)	10
11		Hopper-Covered	10,912	8,225	335	( 808)	11
12		Hopper-Open Top-General Service	38,973	23,237		(1590)	12
13		Hopper-Open Top-Special Service	5,046	3,545		( 222)	13
14		Refrigerator-Mechanical	880				14
15		Refrigerator-Nonmechanical	( 60)	449	4	( 19)	15
16		Flat TOFC/COFC	(1,259)	1,039		( 37)	16
17		Flat Multi-level	( 250)	1,281		( 112)	17
18		Flat-General Service	100	208	11	( 29)	18
19		Flat-Other	530	1,027	3	( 82)	19
20		All Other Freight Cars	4,916	3,181		( 197)	20
21		Cabooses	979	695		( 64)	21
22		Auto Racks	510	6,189		( 250)	22
23		Miscellaneous Accessories		29		( 1)	23
24	*	TOTAL FREIGHT TRAIN CARS	99,929	72,571	1,280	(5458)	24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	7,328	3,341		(1164)	26
27		Refrigerated Containers					27
28		Other Containers	(1,450)				28
29		Bogies					29
30		Chassis	(1,635)	55			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	4,243	3,396		(1164)	32
		FLOATING EQUIPMENT-REVENUE SERVICE		110			
33		Marine Line-Haul					33
34		Local Marine	777				34
35	*	TOTAL FLOATING EQUIPMENT	777	110			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)		11			36
37	*	Computer systems and word processing equip.	7,799	6,204			37
38	*	Machinery-Locomotives <sup>1</sup>	3,485	588			38
39	*	Machinery-Freight Cars <sup>2</sup>	7,191	1,849			39
40	*	Machinery-Other Equipment <sup>1</sup>	1,794	235			40
41	*	Work and Other Non-revenue Equipment	11,953	12,928		109	41
42		TOTAL OTHER EQUIPMENT	32,222	21,815		109	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	215,707	138,911	1,849	(6513)	43

<sup>1</sup>The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.<sup>2</sup>The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portions of line 235.<sup>3</sup>The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

## 415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12 31		Accumulated depreciation as of 12 31		Line No.
			Owred (g)	Capitalized lease (h)	Owred (i)	Capitalized lease (j)	
1			61,224		91,169		1
2		(915) +987	1,040,434	8,559	372,654	5,939	2
3							3
4							4
5		(915) +987	1,101,658	8,559	463,823	5,939	5
6			2,537	158	( 19,372 )	158	6
7		4,400 3,920	175,308	5,591	44,849	3,714	7
8			510,331	10,307	212,477	5,998	8
9			167,386	572	66,202	416	9
10			82,205		32,614		10
11			377,754	5,122	162,389	4,172	11
12			777,077		341,380		12
13			113,078		44,786		13
14			175				14
15		3,096 2,759	10,755	78	4,592	77	15
16			31,119		1,389		16
17			43,369		21,033		17
18			10,509	167	4,205	122	18
19			40,670	42	15,688	30	19
20			84,065		32,557		20
21			25,008		13,969		21
22			130,259		52,923		22
23			704		311		23
24		7,496 6,679	2,582,309	22,037	1,031,992	14,687	24
25							25
26		690	53,023		23,442		26
27							27
28					808		28
29							29
30			747		227		30
31							31
32		690	53,770		24,477		32
33			3,016		2,068		33
34							34
35			3,016		2,068		35
36			1,141		1,119		36
37		1,183	62,948		26,861		37
38			15,234		5,278		38
39			53,411		17,291		39
40			4,381		1,440		40
41			168,339		93,584		41
42		1,183	305,454		145,573		42
43		8,454	4,046,207	30,596	1,667,933	20,626	43

<sup>1</sup>The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

<sup>2</sup>The depreciation to be reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.



## 415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owred (g)	Capitalized lease (h)	Owred (i)	Capitalized lease (j)	
1			61,224		91,169		1
2		(98)	1,040,434	8,559	372,654	5,939	2
3							3
4							4
5		(98)	1,101,658	8,559	463,823	5,939	5
6			2,537	158	( 19,372 )	158	6
7		3,920	175,308	5,591	44,849	3,714	7
8			510,331	10,307	212,477	5,998	8
9			167,386	572	66,202	416	9
10			82,205		32,614		10
11			377,754	5,122	162,389	4,172	11
12			777,077		341,380		12
13			113,078		44,786		13
14			175				14
15		2,759	10,755	78	4,592	77	15
16			31,119		1,389		16
17			43,369		21,033		17
18			10,509	167	4,205	122	18
19			40,670	42	15,688	30	19
20			84,065		32,557		20
21			25,008		13,969		21
22			130,259		52,923		22
23			704		311		23
24		6,679	2,582,309	22,037	1,031,992	14,687	24
25							25
26			53,023		23,442		26
27							27
28					808		28
29							29
30			747		227		30
31							31
32			53,770		24,477		32
33			3,016		2,068		33
34							34
35			3,016		2,068		35
36			1,141		1,119		36
37		1,874	62,948		26,861		37
38			15,234		5,278		38
39			53,411		17,291		39
40			4,381		1,440		40
41			168,339		93,584		41
42		1,874	305,454		145,573		42
43		14,602	4,046,207	30,596	1,667,933	20,626	43

\*The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

\*The depreciation to be reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

**416. SUPPORTING SCHEDULE—ROAD**  
(Dollars in Thousands)

Line No.	(a) Density category (Class)	(b) Account No.	Owned and used		(e) Depr. rate %	Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(c) Base	(d) Accum. depr.		(f) Base	(g) Accum. depr.	(h) Depr. rate %	(i) Base	(j) Current year Amort.	(k) Accum. Amort.	(l) Base	(m) Accum. depr. & Amort.	
1	I	3	174477	49994	0.92	8468	4136	1.69				182,945	54130	1
2		8	314076	53618	3.26	21459	5708	4.89				335535	59326	2
3		9	806009	140512	2.21	51106	12228	2.89				857115	152740	3
4		11	188448	19755	1.63	15391	5089	2.23				203839	24844	4
5	SUB-TOTAL		1483010	263879		96424	27161					1579434	291040	5
6	II	3	106117	21843	0.95	2295	867	1.69				108412	22710	6
7		8	428297	73767	3.24	17616	6104	3.57				445913	79871	7
8		9	463342	88326	2.47	18112	5098	2.79				481454	93424	8
9		11	112466	11443	1.65	6305	1532	2.23				118771	12975	9
10	SUB-TOTAL		1110222	195379		44328	13601					1154550	208980	10
11	III	3	14230	N/A	N/A	0	N/A	N/A		N/A	N/A	14230	N/A	11
12		8	70957	N/A	N/A	0	N/A	N/A		N/A	N/A	70957	N/A	12
13		9	53214	N/A	N/A	0	N/A	N/A		N/A	N/A	53214	N/A	13
14		11	22091	N/A	N/A	0	N/A	N/A		N/A	N/A	22091	N/A	14
15	SUB-TOTAL		160492	N/A	N/A	0	N/A	N/A		N/A	N/A	160492	N/A	15
16	IV	3	138338	38643	0.92	2491	1153	1.68				140829	39796	16
17		8	184743	30775	2.41	8233	2933	2.41				192976	33708	17
18		9	595740	101513	1.55	22451	5639	1.61				618191	107152	18
19		11	137936	13624	1.62	7362	2031	2.21				145298	15655	19
20	SUB-TOTAL		1056757	184555		40537	11756					1097294	196311	20
21	V	3	0	0		0	0					0	0	21
22		8	0	0		0	0					0	0	22
23		9	0	0		0	0					0	0	23
24		11	0	0		0	0					0	0	24
25	SUB-TOTAL													25
26	GRAND TOTAL		3810481	643813	N/A	181289	52518	N/A				3991770	696331	26

(1) Columns (c) + (f) + (i) = Column 12  
Columns (d) + (g) + (k) = Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330 and Schedule 330A



**416A. SUPPORTING SCHEDULE--ROAD**  
(Dollars in Thousands)

Line No.	Property leased from others					Line No.
	Density category (Class)	Account	Base \$000	Accumulated depreciation \$000	Depreciation rate %	
1	I	3				1
2		8				2
3		9				3
4		11				4
5	SUB-TOTAL					5
6	II	3				6
7		8				7
8		9				8
9		11				9
10	SUB-TOTAL					10
11	III	3		N/A	N/A	11
12		8		N/A	N/A	12
13		9		N/A	N/A	13
14		11		N/A	N/A	14
15	SUB-TOTAL			N/A	N/A	15
16	IV	3				16
17		8				17
18		9				18
19		11				19
20	SUB-TOTAL					20
21	V	3				21
22		8				22
23		9				23
24		11				24
25	SUB-TOTAL					25
26	GRAND TOTAL					26

**417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION**  
(Dollars in Thousands)

56

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule *does not* include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expense, on line 4, column (h), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	4,208	85	1,243	10		330			5,876	1
2	*	Pick up and delivery, marine line haul	14,323					1,553	N/A		15,876	2
3	*	Loading and unloading and local marine	1,382	1,140	4,313	147		2,861	N/A		9,843	3
4	*	Protective services, total debit and credits							609		609	4
5	*	Freight lost or damaged—solely related	39								39	5
6	*	Fringe benefits	1,366	298	865	2		80			2,611	6
7	*	Casualty and insurance	1,118	258	709			65			2,150	7
8	*	Joint facility — Debit	285								285	8
9	*	Joint facility — Credit	( 37 )	( )	( )	( )	( )	( )	( )	( )	( 37 )	9
10	*	Other									-	10
11	*	TOTAL	22,684	1,781	7,130	159		4,889	609		37,252	11

Road Initials  
NS Rat1  
Year 19 86



## Schedule 418

**Instruction:**

This schedule will show the investment in capitalized leases in road and equipment by primary account.

## Column

- (a) = primary account number and title for which capital lease amounts are included therein.
- (b) = the total investment in that primary account.
- (c) = the investment in capital leases at the end of the year.
- (d) = the current year amortization.
- (e) = the accumulated amortization relating to the leased properties.

**418. SUPPORTING SCHEDULE—CAPITAL LEASES**  
(Dollars in thousands)[illegible]

**NOTES AND REMARKS**



**460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR**  
(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

For Accounts 519, Miscellaneous Income, and 551, Miscellaneous Income Charges, if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in the account and any other items in excess of 10% of net income.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519 -	Miscellaneous Income			1
2		Gain on sale of Santa Fe Southern Pacific Corp. stock		54,596	2
3		Gain from sale of properties		24,567	3
4		Reevaluation of tax benefit leases due to statutory			4
5		rate changes in the Tax Reform Act of 1986		22,147	5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

**MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS**

**501. GUARANTIES AND SURETYSHIPS**

(Dollars in Thousands)

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	(a) The Belt Rwy.	1st Mtge. Series "A" 4-5/8% S.F. Bonds			1
2	Co. of Chicago	due 8-15-87 (FD21140)	\$17,870 & int.	S.F. Jt.	2
3					3
4					4
5					5
6					6
7	(b) Terminal R.R.	Refunding & Improvement Mortgage Series			7
8	Assoc. of St. Louis	"C" bonds due 7-1-2019 (FD14553-54)	7,787 & int.	S.F. Jt.	8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16	(a) Jointly and Severally with ATSF, CO, CEI, BN, LN, CRIP, GTW				16
17	ICG, SDD & Conrail				17
18					18
19					19
20	(b) Jointly and Severally with BN, BO, CRIP, ICG, LN, MKT, MP,				20
21	Conrail, SLSF and SLSW				21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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



**450. ANALYSIS OF TAXES**

(Dollars in Thousands)

**A. Railway Taxes.**

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		<b>Other than U.S. Government Taxes</b>	<b>72,950</b>	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	151,164	2
3		Excess Profits	-	3
4	*	Total - Income Taxes	151,164	4
5		Railroad Retirement	218,855	5
6		Hospital Insurance	14,405	6
7		Supplemental Annuities	14,984	7
8		Unemployment Insurance	27,702	8
9		All Other United States Taxes	-	9
10		<b>Total - U.S. Government Taxes</b>	<b>427,110</b>	10
11		<b>Total - Railway Taxes</b>	<b>500,060</b>	11
12			<b>37,176</b>	12

**B. Adjustments to Federal Income Taxes**

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption Other (Specify), including State and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under Other (Specify).

2. Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

3. Indicate in column (c) the net change in Accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.

4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.

5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.

6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.; Guideline lives pursuant to Rev. Proc. 62-21.	2,105,185	141,341	290	2,246,816	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	13,426	(739)		12,687	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	93,034	(5,035)		87,999	3
4	Amortization of rights of way, Sec. 185 I.R.C.	20,751	1,749		22,500	4
5	Other (Specify)					5
6	<b>SIT--Net of Federal Benefit</b>	91,573	5,473		97,046	6
7	<b>Tax Benefit Transfer Leases</b>	119,104	16,417	(45,783)	89,738	7
8	<b>Contested Property Taxes</b>	1,669	5,661		7,330	8
9	<b>Casualty Reserves</b>	(48,650)	(9,400)	(1,183)	(59,233)	9
10	<b>Interest on Tax Deficiencies</b>	(9,146)	(1,107)		(10,253)	10
11	<b>Revenue Adjustment</b>	4,181	301	104	4,586	11
12	<b>Miscellaneous--Net</b>	(14,558)	(5,133)	(296)	(19,987)	12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*					18
19	<b>TOTALS</b>	<b>2,376,569</b>	<b>149,528</b>	<b>(46,868)</b>	<b>2,479,229</b>	<b>19</b>

## 450. ANALYSIS OF TAXES - Continued

(Dollars in Thousands)

## \*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit \_\_\_\_\_ \$ 37,176
- If deferral method for investment tax credit was elected:
- (1) Indicate amount of credit utilized as a reduction of tax liability for current year \_\_\_\_\_ \$ N/A
- (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \_\_\_\_\_ \$ N/A
- (3) Balance of current year's credit used to reduce current year's tax accrual \_\_\_\_\_ \$ N/A
- (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \_\_\_\_\_ \$ N/A
- (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \_\_\_\_\_ \$ N/A
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \_\_\_\_\_ \$ None



**502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS**

(Dollars in Thousands)

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

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

NONE

## NOTES AND REMARKS



## 510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

Give particulars of the various issues of securities of the respondent and disclose the name and address of the creditor, the character (nature) of the debt, nature of the security, if any, the date of origin, the date of maturity, the total amount of the debt, the rate of interest, the total amount of interest to be paid. Where such indebtedness is widely held, such as bonds and debentures, provide the name of the trustee in place of the creditor.

Accounts to be considered in completing this schedule:

- 765. Funded Debt Unmatured
- 766. Equipment Obligations
- 766.5. Capitalized lease obligations
- 767. Receivers' and Trustees' Securities
- 768. Debt in Default
- 769. Accounts Payable: Affiliated Companies

In column (a) show the symbol and name and account number of each bond or other obligation according to the following designations in the numerical order given, and give a total for each such numerical alphabetical and each numerical group and for each account.

## (1) MORTGAGE BONDS

- (a) With fixed interest
- (b) With contingent interest

## (2) COLLATERAL TRUST BONDS

- (a) With fixed interest
- (b) With contingent interest

## (3) UNSECURED BONDS (Debentures)

- (a) With fixed interest
- (b) With contingent interest

## (4) EQUIPMENT OBLIGATIONS

- (a) Equipment Securities (Corporation)
- (b) Equipment Securities (Receivers' and Trustees')
- (c) Conditional or deferred payment contracts

## (5) MISCELLANEOUS OBLIGATIONS

## (6) RECEIVERS' AND TRUSTEES' SECURITIES (Other than equipment obligations)

## (7) SHORT-TERM NOTES IN DEFAULT

Indicate in the description or by footnote the property pledge for each issue, stating assets covered by first lien and by junior lien.

If an issue is a serial issue, state amount due annually. If amounts are not due regularly, give full particulars.

If an issue is an income bond, the interest rate shown should be the maximum rate specified by the indenture. State in the description or by footnote the amount of interest that is contingent, the percent paid for the current year, and the aggregate percent of contingent interest unpaid at the beginning and end of the year.

If any issue is in default, indicate the date of the first default, payments of interest made during the current year, and total amount of interest in default at beginning and end of the year.

If any issue contains a conversion feature, call feature, or is subject to a sinking fund provision prior to maturity, describe particulars in footnotes.

(8) The major use of this schedule is to determine the cost of capital for road property and equipment for rate making purposes. Complete the following summary to reconcile the categories within Schedule 510.

	Debt		Interest		
	Within one year	After one year	Accrued during Year	Amount capitalized in column	Paid during year
	(d)	(e)	(i)	(ii)	(iii)
(9) Directly related to road property Items (1) and (2) above	5,282	162,821	9,405		10,067
(10) Directly related to equipment obligations Item (4) above	95,337	574,261	65,420	18,671	66,236
(11) Account 769 affiliated companies obligations					
(12) Other not related to Item (1), (2) and (4)*	4,884	33,358	3,640		3,766
(13) TOTAL	105,503	770,440	78,465	18,671	80,069

\*If certain debts not related to (1), (2) or (4) is directly related to road property or equipment, include it with directly related and not other.

## 510. DEBTHOLDINGS

(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	764 and 765 Funded Debt	Unmatured:				1
2		(1) (a) Mortgage Bonds				2
3	NW Rwy. Co.	Bankers Trust Co.				3
4	1st Consol. Mtge.	New York, NY	41,066		27,863	4
5	SV&NE RR Co.	Manufacturers Hanover				5
6	1st Mtge.	New York, NY	5,000		2,253	6
7	Vgn. Rwy. Co. 1st Lien					7
8	& Refund Mtge. Bonds	Citibank				8
9	Series B (Note 1)	New York, NY	69,544	894	355	9
10	NYC & St. RR Co.					10
11	1st Mtge. Refund Bonds:	Mfg. Hanover Tr.				11
12	Series F	New York, NY	41,500			12
13	IT RR	Mercantile Trust				13
14	1st Mtge. Bonds-Series A	St. Louis, MO	5,600	4,258		14
15	AC&Y Consol. Mtge. Bonds					15
16	Series A & B	Ameritrust, OH	3,673	130	151	16
17	Wabash RR Co.					17
18	General Mtge. Bonds	Boatman's Natl. Bank				18
19	Series B	St. Louis, MO	21,710		5,398	19
20	Sou Rwy. Co.					20
21	1st Consol. Mtge.	Mfrs. Hanover Trust, NY	114,280		54,556	21
22	Memphis Div. 1st Mtge.	Morgan Guaranty, NY	5,383		4,661	22
23	Aiken Branch 1st Mtge.	Mfrs. Hanover Trust, NY	149		149	23
24	1st & Gen. Series A (Note 2)	Chase Manhattan Bk, NY	50,000		21,730	24
25	1st & Gen. Series B (Note 3)	" " "	75,000		30,446	25
26	K&T First Mtge.	Morgan Guaranty, NY	3,502			26
27	CofGA 1st Mtge.					27
28	Series A (Note 4)	Trust Co. of Savannah, GA	11,853		7,735	28
29	D&W 1st Mtge.	Mercantile Tr. Balt. MD	991		1	29
30	SU&C 1st Mtge.	Mfrs. Hanover, NY	1,000		1,000	30
31	V&SW 1st Mtge.	Morgan Guaranty, NY	1,745		1,745	31
32						32
33		Total (1) (a)		5,282	158,043	33
34						34
35	Annual sinking fund requirements payable in cash or its equivalence of bond principal:					35
36	(Note 1) Annual sinking fund requirement equals 3/4 of 7% of the outstanding					36
37	principal amount of bonds plus 3% of the bond principals cancelled through					37
38	previous sinking fund payments.					38
39	(Note 2) Annual sinking fund requirement is \$1,000,000					39
40	(Note 3) Annual sinking fund requirement is \$3,750,000					40
41	(Note 4) Annual sinking fund requirement is \$59,266					41
42	(Note 5) Annual sinking fund requirement is \$660,000					42
43	(Note 6) Annual sinking fund requirement for 1987 is \$1,298,000 and increases \$18,000					43
44	each year					44
45	(Note 7) Annual sinking fund requirement is \$605,000 thru 1986, \$739,000 thru 2000					45
46	and \$806,000 thru 2008					46
47	(Note 8) Annual sinking fund requirement is \$83,000					47
48						48
49						49
50						50



**510. DEBTHOLDINGS—Continued**  
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2						2
3						3
4	10-22-1896	10-01-96	4	1,114	1,114	4
5						5
6	11-01-1889	11-01-89	4	90	90	6
7						7
8						8
9	05-01-45	05-01-95	3	46	49	9
10						10
11						11
12	04-01-46	04-01-86	3	122	243	12
13						13
14		12-01-87	4 5/8	210	210	14
15						15
16	10-02-48	10-01-88	4-4 1/2	12	12	16
17						17
18						18
19	01-01-41	01-01-91	4 1/2	264	299	19
20						20
21	10-02-1894	07-01-94	5	3,041	3,393	21
22	03-04-1898	07-01-98	5	233	233	22
23	09-01-1898	07-01-98	4	6	6	23
24	06-01-63	06-01-88	4 5/8	1,001	1,001	24
25	10-15-76	10-15-2001	8 1/2	2,588	2,588	25
26	01-03-61	03-01-86	8 1/2	25	75	26
27						27
28	01-01-48	01-01-95	4	311	312	28
29	02-04-1891	12-04-2000	5			29
30	11-01-1895	01-01-95	4	40	140	30
31	09-18-02	01-2003	5	87	87	31
32						32
33				9,190	9,852	33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

**510. DEBTHOLDINGS**  
(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1		(2) (a) Collateral Trust Bonds				1
2	1st Mtge. Coll. Tr. (Note 5)	Mfrs. Hanover Tr., NY	22,000		4,778	2
3						3
4		Total (2) (a)			4,778	4
5						5
6		(3) (a) Income Debentures				6
7	NW Rwy. Co.					7
8	15 yr. subordinated	Sovran Bank, Norfolk, VA	10,400		40	8
9						9
10		Total (3) (a)			40	10
11						11
12		(3) (b) Income Debentures				12
13	NYC&STL RR Co. (Note 6)	Central Natl. Bk. Cleveland, OH	36,000	1,244	2,418	13
14	Vgn. Rwy. Sub. (Note 7)	Mfg. Hanover, NY	26,877		5,852	14
15	NW Rwy. Sub. (Note 8)	Sovran Bank, Richmond, VA	4,157		2,180	15
16						16
17		Total (3) (b)		1,244	10,450	17
18						18
19		(4) (a) Equipment Securities				19
20	NW Rwy. Co.					20
21	Series R	1st Penn., Phila.	9,990			21
22	" S	" " "	10,500			22
23	" S	" " "	10,590			23
24	" T	" " "	10,950	730		24
25	" U	" " "	10,650	710		25
26	" V	" " "	9,600	640	640	26
27	" W	" " "	12,450	830	830	27
28	" X	" " "	13,125	875	1,750	28
29	" Y	" " "	4,725	315	630	29
30	" Y	" " "	10,275	685	1,370	30
31	" Z	" " "	15,000	1,000	3,000	31
32	" Z	" " "	15,000	1,000	3,000	32
33	" 1	" " "	15,000	1,000	3,000	33
34	" 1	" " "	15,000	1,000	3,000	34
35	" 2	" " "	7,800	520	1,560	35
36	" 2	" " "	15,000	1,000	3,000	36
37	" 3	" " "	10,950	730	2,920	37
38	" 3	" " "	12,150	810	3,240	38
39	" 4	" " "	9,075	605	2,420	39
40	" 5	Mercantile Tr., Balt.	12,000	800	4,000	40
41	" 6	1st Penn., Phila.	19,575	1,305	6,525	41
42	" 7	" " "	16,500	1,100	6,600	42
43	" 7	" " "	10,875	725	4,350	43
44	" 8	" " "	18,675	1,245	7,470	44
45	" 9	" " "	23,175	1,545	10,815	45
46	" 12	" " "	16,125	1,075	8,600	46
47	" 17	Mercantile Tr., Balt.	24,375	1,625	21,125	47
48	" 18	" " "	24,375	1,625	21,125	48
49	Sou Rwy.					49
50	No. 1 of 1971	Morgan Guaranty, NY	9,945			50



**510. DEBTHOLDINGS—Continued**  
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2				215	215	2
3						3
4				215	215	4
5						5
6						6
7						7
8	06-01-73	06-01-88	4 5/8	2	2	8
9						9
10				2	2	10
11						11
12						12
13	01-01-55	12-31-89	4 1/2	167	167	13
14	08-01-58	08-01-2008	6	405	443	14
15	11-15-65	11-15-2015	4.85	109	109	15
16						16
17				681	719	17
18						18
19						19
20						20
21	02-01-71	02-01-86	7	4	23	21
22	09-01-71	09-01-86	8 1/8	38	57	22
23	09-10-71	09-01-86	7 1/2	34	51	23
24	04-01-72	04-01-87	7 1/2	66	79	24
25	08-01-72	08-01-87	7	79	99	25
26	01-01-73	01-01-88	7	90	112	26
27	12-01-73	12-01-88	9	218	224	27
28	02-01-74	02-01-89	8	216	245	28
29	07-10-74	07-01-89	8 5/8	95	108	29
30	07-01-74	07-01-89	10	240	274	30
31	01-01-75	01-01-90	8 1/2	340	383	31
32	01-01-75	01-01-90	8	320	360	32
33	05-01-75	05-01-90	9	390	405	33
34	05-01-75	05-01-90	8 1/2	368	382	34
35	10-01-75	10-01-90	9 1/2	228	240	35
36	10-01-75	10-01-90	8	380	400	36
37	05-01-76	05-01-91	7	302	312	37
38	05-01-76	05-01-91	8	346	357	38
39	11-01-76	11-01-91	7 3/4	274	282	39
40	03-01-77	03-01-92	7 3/4	382	403	40
41	12-01-77	12-01-92	7 3/4	700	709	41
42	05-01-78	05-01-93	8 3/8	676	692	42
43	05-01-78	05-01-93	8 3/4	465	476	43
44	12-01-78	12-01-93	9 1/8	899	909	44
45	07-01-79	07-01-94	9 1/8	1,198	1,268	45
46	07-01-80	07-01-95	10	1,021	1,074	46
47	07-01-85	07-01-2000	10 1/8	2,386	2,468	47
48	09-01-85	09-01-2000	10 1/4	2,443	2,498	48
49						49
50	01-15-71	01-15-86	7 1/4	(3)	24	50

**510. DEBTHOLDINGS**  
(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	764 and 766 Equipment Obligations					1
2	No. 2 of 1971	Morgan Guaranty, NY	9,990			2
3	No. 3 of 1971	Citibank, NY	10,800			3
4	No. 4 of 1971	Mfrs. Hanover Tr., NY	9,975			4
5	No. 5 of 1971	Morgan Guaranty, NY	11,025			5
6	No. 1 of 1972	" " "	11,025	735		6
7	No. 2 of 1972	Citibank, NY	11,025	735		7
8	No. 3 of 1972	Mfrs. Hanover Tr., NY	11,025	735		8
9	No. 4 of 1972	Morgan Guaranty, NY	11,025	735		9
10	No. 5 of 1972	" " "	11,025	735		10
11	No. 6 of 1972	Citibank, NY	13,800	920		11
12	No. 1 of 1973	Mfrs. Hanover Tr., NY	13,860	924	924	12
13	No. 2 of 1973	Morgan Guaranty, NY	13,590	906	906	13
14	No. 3 of 1973	" " "	13,500	900	900	14
15	No. 4 of 1973	Citibank, NY	15,000	1,000	1,000	15
16	No. 5 of 1973	Mfrs. Hanover Tr., NY	15,000	1,000	1,000	16
17	No. 1 of 1974	Morgan Guaranty, NY	15,000	1,000	2,000	17
18	No. 2 of 1974	" " "	15,000	1,000	2,000	18
19	No. 3 of 1974	Citibank, NY	15,000	1,000	2,000	19
20	No. 4 of 1974	Mfrs. Hanover Tr., NY	15,000	1,000	2,000	20
21	No. 1 of 1975	Morgan Guaranty Tr., NY	15,000	1,000	3,000	21
22	No. 2 of 1975	" " " "	15,000	1,000	3,000	22
23	No. 3 of 1975	Citibank, NY	15,000	1,000	3,000	23
24	No. 4 of 1975	Mfrs. Hanover Tr., NY	17,400	1,160	3,480	24
25	No. 1 of 1976	Morgan Guaranty, NY	17,400	1,160	4,640	25
26	No. 2 of 1976	" " "	17,400	1,160	4,640	26
27	No. 3 of 1976	Citibank, NY	16,830	1,122	4,488	27
28	No. 4 of 1976	Mfrs. Hanover Tr., NY	11,100	740	2,960	28
29	No. 5 of 1976	Morgan Guaranty Tr., NY	19,650	1,310	5,240	29
30	No. 1 of 1977	Citibank, NY	19,650	1,310	6,550	30
31	No. 2 of 1977	Mfrs. Hanover Tr., NY	19,650	1,310	6,550	31
32	No. 3 of 1977	Chemical Bank, NY	9,975	665	3,325	32
33	No. 4 of 1977	U. S. Trust, NY	21,075	1,405	7,025	33
34	No. 1 of 1978	Morgan Guaranty Tr., NY	22,050	1,470	8,820	34
35	No. 2 of 1978	Citibank, NY	22,050	1,470	8,820	35
36	No. 3 of 1978	Mfrs. Hanover Tr., NY	22,575	1,505	9,030	36
37	No. 4 of 1978	Chemical Bank, NY	14,100	940	5,640	37
38	No. 1 of 1979	Morgan Guaranty Tr., NY	24,000	1,600	11,200	38
39	No. 2 of 1979	Citibank, NY	18,000	1,200	8,400	39
40	No. 3 of 1979	Mfrs. Hanover Tr., NY	23,250	1,550	10,850	40
41	No. 1 of 1980	Morgan Guaranty Tr., NY	24,000	1,600	12,800	41
42	No. 2 of 1980	Citibank, NY	15,000	1,000	8,000	42
43	No. 3 of 1980	Mfrs. Hanover Tr., NY	24,000	1,600	12,800	43
44	No. 4 of 1980	Chemical Bank, NY	24,000	1,600	12,800	44
45	No. 5 of 1980	Morgan Guaranty Tr., NY	24,000	1,600	12,800	45
46	No. 6 of 1980	Citibank, NY	24,000	1,600	12,800	46
47	No. 1 of 1981	Chemical Bank, NY	27,750	1,850	16,650	47
48	No. 2 of 1981	Morgan Guaranty Tr., NY	27,750	1,850	16,650	48
49	No. 3 of 1981	Citibank, NY	24,000	1,600	14,400	49
50	No. 4 of 1981	Mfrs. Hanover Tr., NY	24,000	1,600	14,400	50



**510. DEBTHOLDINGS—Continued**  
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2	03-15-71	03-15-86	7 1/4	10	24	2
3	05-01-71	05-01-86	7 1/2	18	27	3
4	07-01-71	07-01-86	7 3/4	26	52	4
5	09-01-71	09-01-86	7 3/8	36	54	5
6	01-15-72	01-15-87	7	54	77	6
7	03-15-72	03-15-87	7 1/8	63	79	7
8	05-15-72	05-15-87	7 1/4	73	80	8
9	07-15-72	07-15-87	7	79	103	9
10	09-15-72	09-15-87	7 1/4	91	107	10
11	12-01-72	12-15-87	7	137	129	11
12	02-01-73	02-01-88	7 1/4	140	168	12
13	04-01-73	04-01-88	7 3/8	150	167	13
14	07-01-73	07-01-88	7 7/8	177	213	14
15	10-01-73	10-01-88	8	220	240	15
16	12-15-73	12-15-88	8	237	240	16
17	02-15-74	02-15-89	7 3/4	242	271	17
18	04-15-74	04-15-89	8 1/4	272	289	18
19	06-15-74	06-15-89	8 7/8	307	311	19
20	10-01-74	10-01-89	9 1/2	357	380	20
21	03-01-75	03-01-90	8	333	360	21
22	07-15-75	07-15-90	8 1/2	386	425	22
23	09-15-75	09-15-90	9	424	450	23
24	11-15-75	11-15-90	8 1/2	481	493	24
25	01-15-76	01-15-91	7 3/4	453	494	25
26	03-15-76	03-15-91	8	483	510	26
27	05-01-76	05-01-91	8 1/4	729	509	27
28	08-01-76	08-01-91	8 1/8	101	361	28
29	11-15-76	11-15-91	7 3/8	568	504	29
30	01-15-77	01-15-92	7 5/8	603	725	30
31	03-15-77	03-15-92	7 3/4	630	660	31
32	05-15-77	05-15-92	7 3/4	329	335	32
33	12-01-77	12-01-92	7 7/8	800	775	33
34	01-15-78	01-15-93	8 1/4	854	910	34
35	03-15-78	03-15-93	8 1/4	825	910	35
36	05-01-78	05-01-93	8 3/4	966	988	36
37	08-01-78	08-01-93	9	642	677	37
38	02-01-79	02-01-94	9 1/4	1,196	1,258	38
39	04-15-79	04-15-94	9 5/8	958	982	39
40	08-01-79	08-01-94	9 1/4	1,219	1,290	40
41	02-15-80	02-15-95	13 5/8	1,989	2,071	41
42	04-15-80	04-15-95	12 1/4	1,138	1,164	42
43	07-01-80	07-01-95	9 5/8	1,463	1,540	43
44	08-15-80	08-15-95	11 5/8	1,790	1,860	44
45	10-15-80	10-15-95	11 3/4	1,841	1,880	45
46	12-15-80	12-15-95	13 3/8	2,131	2,140	46
47	02-01-81	02-01-96	13 1/8	2,448	2,550	47
48	04-15-81	04-15-96	13 1/4	2,523	2,574	48
49	06-01-81	06-01-96	14 1/8	2,354	2,373	49
50	08-01-81	08-01-96	14 1/2	2,455	2,552	50

## 510. DEBTHOLDINGS

(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	764 and 766 Equipment Obligations:					1
2	No. 1 of 1985	Mercantile Safe Dep. & Tr. Balt.	25,650	1,710	22,230	2
3	No. 2 of 1985	" " " " "	27,000	1,800	23,400	3
4	No. 1 of 1986	" " " " "	34,500	2,300	32,200	4
5	No. 2 of 1986	" " " " "	27,000	1,800	25,200	5
6	No. 3 of 1986	" " " " "	27,225	1,815	25,410	6
7						7
8		Total (4) (a)		86,222	516,898	8
9						9
10		(4) (c) Conditional Sale Agreements				10
11	NW Rwy. Co.					11
12	First Penn Bk, NA	Phila, PA	20,000			12
13	PDC-Continental Bk.	Chicago, IL	6,972	856	1,123	13
14	Sou Rwy.					14
15	Mfrs. Hanover Tr.	New York, NY	8,367			15
16	Citizens Fid. Bk. & Tr.	Louisville, KY	450	25		16
17	Dollar Savs. Bk.	Pittsburg, PA	187	65	32	17
18	U. S. Trust Co.	New York, NY	2,600	173	693	18
19	Mfrs. Hanover Tr.	New York, NY	4,800			19
20	" " "	" " "	4,800			20
21	Morgan Guaranty Tr.	" " "	18,000	1,200	7,200	21
22	Metro Life Ins.	" " "	50,000	3,333	23,333	22
23	U. S. Trust Co.	" " "	8,000	534	3,733	23
24	" " "	" " "	7,400	493	3,453	24
25	" " "	" " "	20,000	1,333	9,334	25
26	Greyhound Leasing	Charlotte, NC	22,325	356	4,824	26
27	IBM	Roanoke, VA	4,386	747	3,638	27
28						28
29		Total (4) (c)		9,115	57,363	29
30						30
31		(5) Miscellaneous Obligations				31
32	NW Capital Leases					32
33	USC Lease 1348-1	Citicoro Leasing, NY	21	1		33
34	" " 1405-R	Ohio Bell Telephone, OH	45	4		34
35	ITC Lease 5050	Matrix Leasing, MN	753	60	504	35
36	" " 4714	U. S. Rail Leasing, IL	336			36
37	" " 4998A	Matrix Leasing, MN	768	81	415	37
38	" " 4998B	" " "	2,617	275	1,408	38
39	" " 5159	1st Bank Utah, VT	4,073	219	3,103	39
40	" " 4857	U. S. Rail Leasing, IL	48	11	2	40
41	" " 5014	Matrix Leasing, MN	1,162	111	677	41
42	CNW - L	Evans Railcar Leasing, Pitts. PA	1,290			42
43	" - J	1st Tr. Co. of St. Paul, MN	2,325			43
44	" - K	CIT Corp., NY	2,185	133		44
45	" - I	Evans Railcar Leasing, Pitts. PA	2,775	274	245	45
46	SOU - G	1st Security Bk of UT	7,963	625	2,524	46
47	" - P	Misc. SD&T, Balt. MD	8,113	344	5,197	47
48	H/R-Capital Lease	Northern Telecom Acceptance	375	67	91	48
49		Total Capital Leases		2,205	14,156	49
50						50



**510. DEBTHOLDINGS—Continued**  
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2	07-15-85	07-15-2000	10	2,487	2,565	2
3	09-15-85	09-15-2000	10 1/8	2,681	2,733	3
4	03-15-86	03-15-2000	8	2,108	1,303	4
5	06-01-86	06-01-2000	8 1/4	1,287	1,101	5
6	08-01-86	08-01-2000	7 3/4	854	(23)	6
7						7
8				59,413	8,924	8
9						9
10						10
11						11
12	04-01-71	04-01-86	7 3/4-8 1/4	27	55	12
13	05-15-78	01-15-89	10			13
14						14
15	01-01-71	01-01-86	8 1/2	2	24	15
16	09-01-72	10-01-87	8	4	4	16
17	11-01-72	03-01-88	8 1/2	10	12	17
18	05-15-76	05-01-91	8 3/4	82	83	18
19	01-15-78	01-01-86	8 3/8	4	25	19
20	03-15-78	03-01-86	8 1/2	9	26	20
21	05-01-78	11-01-93	8 7/8	799	852	21
22	09-01-78	04-01-94	9.3	2,557	2,634	22
23	04-01-79	04-01-94	9.875	437	448	23
24	05-01-79	06-01-94	9.85	409	413	24
25	06-15-79	08-01-94	9.875	1,120	1,185	25
26	02-01-80	02-01-95	9.625	528	551	26
27	12-01-86	12-01-91	7 3/4	19		27
28						28
29				6,007	6,312	29
30						30
31						31
32						32
33						33
34						34
35	09-01-82	07-30-92	17	98	102	35
36	"	08-31-86	"	2	3	36
37	"	06-30-91	"	87	93	37
38	"	06-30-91	"	297	317	38
39	"	09-30-94	"	581	589	39
40	"	01-31-88	"	3	3	40
41	"	06-30-91	"	140	146	41
42	09-17-70	03-17-86	7.375	13	13	42
43	08-02-71	06-02-86	7.375	71	71	43
44	02-01-72	07-01-87	5.276	132	132	44
45	03-29-73	09-29-88	7.61	123	123	45
46	06-15-75	01-15-91	6.37	303	303	46
47	05-15-77	09-15-95	6.369	363	363	47
48	04-01-82	04-01-89				48
49				2,213	2,253	49
50						50

## 510. DEBTHOLDINGS

(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	Miscellaneous Obligations:					1
2	NW-Rehabilitation Loan	State of Illinois	660	39	583	2
3	VHC-Note					3
4	Prudential Ins.	Prudential Ins. Co. of America	900	31	632	4
5						5
6	Arrowood Sou. Exec. Park					6
7	Deed of Trust	Lafayette Ins. Co.	460	18	307	7
8	Citico Realty Co.					8
9	Series D	Morgan Guaranty Tr., NY	3,500	233		9
10	" E	" " " "	3,750	250	750	10
11	Sou. Rail Term., Inc.					11
12	Secured Prom. Note	Mfrs. Hanover Tr., NY	11,000			12
13	Sou Rail Term. of Ala.					13
14	Secured Serial Note	Florida Bk. & Tr. Co., FL	15,000	750	3,750	14
15	SRIR					15
16	Home Mtge.		26			16
17	Prom. Note	L. M. Dobson, et al	567	113	114	17
18	IDA-City of Chesapeake	United Va. Bk., Richmond, VA	4,000		2,445	18
19	CNW-Note	American Tobacco Co.	250	1	121	19
20						20
21		Miscellaneous Obligations		1,435	8,702	21
22						22
23		Total (5)		3,640	22,868	23
24						24
25		Grand Total		105,503	770,440	25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50



## 510. DEBTHOLDINGS—Continued

(Dollars in Thousands)

Line No.	Date of issue  (f)	Date of maturity  (g)	Interest			Line No.
			Rate  (h)	Accrued during year (i)	Paid during year (j)	
1						1
2			2	13	13	2
3						3
4	12-08-70	12-09-98				4
5						5
6						6
7	07-13-73	07-13-88	8 1/2	28	28	7
8						8
9	03-13-72	02-13-87	7 3/4	20	27	9
10	12-01-75	12-01-90	9 3/4	120	122	10
11						11
12	02-01-66	02-01-86	5 1/4	2	14	12
13						13
14	04-07-72	04-07-92	7 1/2 & 8	378	390	14
15						15
16						16
17	02-18-83	02-18-88	10	24	34	17
18	11-01-79	11-01-89	6.5	159	159	18
19	10-31-56					19
20						20
21				744	787	21
22						22
23				2,957	3,045	23
24						24
25				78,465	80,069	25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

**510. DEBTHOLDINGS—Concluded**  
(Notes and other disclosures)

Line No.	a. Nature of security or collateral, if any	Line No.
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17

b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder—bank, broker, holding company, individual or other specified category.

Line No.	Name and address of holder	Type of holder	Line No.
1			1
2			2
3			3
4			4
5			5
6			6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14			14
15			15
16			16
17			17
18			18

c. Other notes and comments



# INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

- (a) Lawful tariff charges for transportation services
- (b) Payments to or from other carriers for interline services and interchange of equipment
- (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
- (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
- (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

## Schedule 512 Notes Continued:

Note (4) - Respondent maintains various banking relationships with Brown Brothers Harriman & Co. (Brown Brothers), of which Mr. Ireland, an NS Director, is a partner, on bases that are consistent with normal financial and banking practices. All transactions are entered into in the ordinary course of business on substantially the same terms as those prevailing at the time for comparable transactions with other banks. Also, in 1986 Brown Brothers was paid fees of approximately \$83,985 for managing a portion of the assets of the Corporation's pension fund.

**SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED**

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	J. P. Fishwick		NS Director	Consulting Services	58		1
2	Piedmont Aviation		Other (Note 1)	Air Travel/Aviation	2,240		2
3				Services			3
4	Trailer Train		Other (Note 1)	Lease of Equipment	984		4
5	Georgia Pacific Corp.		Other (Note 1)	Private Line Mileage	116		5
6	Sovran Bank		Other (Note 1)	Leases & Services	235		6
7	National Railroad Passenger Corporation (AMTRAK)		Other (Note 2)	Lease of land	6,654		7
8							8
9	Williams, Worrell, Kelly & Greer, P.C.		Other (Note 3)	Legal Services	508		9
10							10
11	Brown Brothers Harriman Co.		Other (Note 4)	Services	84		11
12	Norfolk Southern Corporation		Controlled	Various Management			12
13				Legal, Accounting			13
14				Services, etc.	156,477		14
15							15
16				Cash advances		103,117	16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

Note (1) - Respondent shares common directorships with these companies.

Note (2) - AMTRAK, of which Mr. Claytor's brother, W. Graham Claytor Jr., is Chairman, President and Chief Executive Officer, leases to an NS subsidiary, rights with respect to a certain portion of Amtrak's rights-of-way for development of a fiberoptic communication system.

Note (3) - This firm, of which Mr. Claytor's son-in-law, Samuel J. Webster, is a shareholder, provided a variety of legal services and had provided similar services for many years prior to Mr. Webster's affiliation with this firm.

Continued on Page 69



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR												
Line No.	Cross Check	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1												1
2		1	100%	M	11602	1487	59	1648	1714	4162	20672	2
3		1	100%	B	4078	14	3	327	949	553	5924	3
4		1	J-50%	M	5	5	-	6	24	95	135	4
5		1	J-50%	B	1	-	-	3	1	28	33	5
6		1	J-33%	M	3	3	-	4	3	9	22	6
7		1	J-67%	M	-	-	-	-	-	3	3	7
8		1	J-75%	M	-	-	-	-	-	7	7	8
9												9
10			TOTAL CLASS 1		15689	1509	62	1988	2691	4857	26796	10
11												11
12												12
13		2	100%	B	4	4	-	1	-	4	13	13
14												14
15			TOTAL CLASS 2		4	4	-	1	-	4	13	15
16												16
17												17
18		3-A	100%	M	94	-	-	2	7	24	127	18
19		3-B	100%	M	676	227	1	91	98	139	1232	19
20		3-B	100%	B	11	-	-	1	-	7	19	20
21		3-B	J-50%	M	-	-	-	1	2	4	7	21
22												22
23			TOTAL CLASS 3		781	227	1	95	107	174	1385	23
24												24
25												25
26		4-B	100%	M	35	-	-	2	11	31	79	26
27		4-B	100%	B	6	-	-	-	-	-	6	27
28		4-B	J-50%	B	5	-	-	-	1	-	6	28
29												29
30			TOTAL CLASS 4		46	-	-	2	12	31	91	30
31												31
32												32
33		5	100%	M	621	262	41	70	18	445	1457	33
34		5	100%	B	134	1	2	12	33	30	212	34
35			Canada	M	245	97	-	34	28	135	539	35
36												36
37			TOTAL CLASS 5		1000	360	43	116	79	610	2208	37
38												38
39												39
40												40
41												41
42												42
43												43
44												44
45												45
46												46
47												47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	13281	2081	101	1858	1905	5054	24280	55
56			TOTAL BRANCH LINES	N/A	4239	19	5	344	984	622	6213	56
57			GRAND TOTAL		17520	2100	106	2202	2889	5676	30493	57
58			Miles of electrified road or track included in preceding grand total	N/A								58



## 701. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)		
1	1	AGS	M	-	-	-	-	-	0.11	0.11	1
2	3-A	C&NW	M	6.59	-	-	0.75	3.96	-	11.30	2
3	1	C&NW	M	-	-	-	-	0.15	-	0.15	3
4	3-A	C&NW	M	1.64	-	-	0.68	1.97	-	4.29	4
5	5	CNO&TP	B	3.50	-	-	-	-	-	3.50	5
6	1	CofGa.	M	35.35	-	-	0.40	0.88	-	36.63	6
7	1	CofGa.	M	5.31	-	-	-	-	-	5.31	7
8	1	CofGa.	M	18.76	-	-	-	-	-	18.76	8
9	1	CofGa.	M	39.00	-	-	-	19.00	-	58.00	9
10	1	CofGa.	M	-	-	-	-	-	6.34	6.34	10
11	1	G&F	M	46.00	-	-	-	-	-	46.00	11
12	1	G&F	M	26.10	-	-	-	7.05	-	33.15	12
13	1	G&F	M	3.00	-	-	-	-	-	3.00	13
14	1	Ga. Nor.	M	31.22	-	-	-	-	-	31.22	14
15	1	CofGa.	B	-	-	-	0.03	0.67	-	0.70	15
16	1	Lyons Br.	M	57.48	-	-	4.83	1.90	-	64.21	16
17	1	Seatrains	M	-	-	-	-	-	0.32	0.32	17
18	1	Sou. Rwy.	B	9.04	-	-	0.84	0.37	-	10.25	18
19	1	Sou. Rwy.	B	5.17	-	-	-	-	-	5.17	19
20	1	Sou. Rwy.	M	-	-	-	-	0.23	-	0.23	20
21	1	Sou. Rwy.	M	-	-	-	-	-	1.01	1.01	21
22	1	Sou. Rwy.	M	-	-	-	-	0.64	-	0.64	22
23	1	Sou. Rwy.	B	0.02	-	-	-	-	-	0.02	23
24	1	Sou. Rwy.	M	0.25	-	-	-	-	-	0.25	24
25	3-A	Sou. Rwy.	B	12.03	-	-	-	0.17	-	12.20	25
26	1	Sou. Rwy.	B	-	-	-	0.03	0.31	-	0.34	26
27	1	Sou. Rwy.	B	9.30	-	-	-	-	-	9.30	27
28	1	Sou. Rwy.	B	4.80	-	-	-	-	-	4.80	28
29	1	Sou. Rwy.	B	32.80	-	-	-	-	-	32.80	29
30	4-A	Sou. Rwy.	B	10.00	-	-	0.25	1.57	1.00	12.82	30
31	4	Sou. Rwy.	B	5.00	-	-	-	-	-	5.00	31
32	1	Sou. Rwy.	B	10.63	-	-	-	-	-	10.63	32
33	1	Sou. Rwy.	B	6.20	-	-	-	-	-	6.20	33
34	1	CofGa.	B	6.10	-	-	-	-	-	6.10	34
35	1	Sou. Rwy.	B	18.53	-	-	0.21	0.53	-	19.27	35
36	1	Sou. Rwy.	B	19.00	-	-	-	-	-	19.00	36
37	1	CofGa.	M	-	-	-	-	3.00	-	3.00	37
38	1	P&PU Rwy.	M	1.00	-	-	-	-	-	1.00	38
39											39
40											40
41											41
42											42
43		TOTAL	N/A	423.82	-	-	8.02	42.40	8.78	483.02	43

NOTE: See notes on pages 76 and 76-A.

**702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)**  
(For other than switching and terminal companies)

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

Line No.	Cross Check	State or territory  (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)	Branch lines (j)		
			Main line (b)	Branch lines (c)									
1	1	Alabama	1238	286	-	-	-	27	1551	98	44		1
2	51	Dist. of Columbia	-	-	-	-	-	4	4	-	-		2
3	9	Florida	92	116	-	-	-	1	209	-	-		3
4	10	Georgia	2051	496	-	-	-	10	2557	167	12		4
5	13	Illinois	1029	159	-	-	-	67	1255	-	-		5
6	14	Indiana	778	471	-	2	-	12	1263	-	-		6
7	15	Iowa	-	66	-	-	-	41	107	-	-		7
8	16	Kansas	-	-	-	-	-	2	2	-	-		8
9	17	Kentucky	91	90	-	198	-	15	394	-	5		9
10	18	Louisiana	80	-	-	-	-	4	84	-	-		10
11	20	Maryland	16	-	-	-	-	36	52	-	-		11
12	22	Michigan	79	2	-	-	-	40	121	-	-		12
13	24	Mississippi	206	-	-	10	-	2	218	-	-		13
14	25	Missouri	353	111	-	-	-	64	528	-	-		14
15	32	New York	68	-	-	-	-	12	80	-	-		15
16	33	North Carolina	1026	516	-	313	46	7	1908	2	19		16
17	35	Ohio	1237	306	4	21	-	100	1658	-	-		17
18	38	Pennsylvania	44	-	-	96	-	89	229	-	-		18
19	41	South Carolina	707	195	-	-	-	40	942	-	60		19
20	42	Tennessee	562	190	-	136	-	32	920	-	3		20
21	46	Virginia	1637	715	-	-	-	81	2433	7	9		21
22	48	West Virginia	316	360	-	5	-	69	750	-	-		22
23	52	Canada	-	-	-	-	-	245	245	-	-		23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32	56	TOTAL MILEAGE (single track)	11610	4079	4	781	46	1000	17520	274	152		32



## 705. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact, it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

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

- (Class 1) Line owned by respondent
- (Class 2) Line owned by proprietary companies
- (Class 3) Line operated under lease for a specified sum
- (Class 4) Line operated under contract or agreement for contingent rent
- (Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. Any certificates of convenience and necessity, issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show all consolidations, mergers, and reorganizations effected, giving particulars.

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

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

## INCREASES IN MILEAGE

Line No.	Class (a)	Main (M) or branch (B) line (b)	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Remarks (j)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs and turn-outs (f)					
1	1	M	-	-	-	1	-	2	3		1
2	1	B	9	-	1	1	18	-	29	Reclassified	2
3	1-J50%	M	-	-	-	-	-	2	2		3
4	1-J50%	B	-	-	-	1	-	-	1		4
5	3B	M	-	-	-	-	3	-	3		5
6	3B-J50%	M	-	-	-	-	1	-	1		6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE		9	-	1	3	22	4	39		13

## DECREASES IN MILEAGE

14	1	M	35	15	1	7	17	4	79		14
15	1	B	61	1	-	4	4	13	83		15
16	1-J50%	M	-	-	-	-	1	-	1		16
17	1-J50%	B	1	-	-	-	-	2	3		17
18	1-J67%	M	-	-	-	-	-	1	1		18
19	3A	M	-	-	-	1	-	-	1		19
20	3B	M	1	1	1	-	-	1	4		20
21	3B	B	9	-	1	1	2	-	13	Reclassified	21
22	3B-J50%	M	-	-	-	-	-	1	1		22
23	4B-J50%	B	-	-	-	1	-	-	1		23
24	5	M	10	-	-	2	3	12	27	Duplicated M1	24
25	5	B	7	-	-	-	1	1	9	Duplicated M1	25
	DECREASE		124	17	3	16	28	35	223		

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

Owned by respondent:

Miles of road constructed \_\_\_\_\_

Miles of road abandoned 85

Owned by proprietary companies:

Miles of road constructed \_\_\_\_\_

Miles of road abandoned \_\_\_\_\_

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

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

## NOTES AND REMARKS

REFERENCE FOR SCHEDULE 701, MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR:

Line  
No.

- 1 AGS Meridian, MS - Tracks operated by CM&O RR Co. under agreement to AGS RR Co. of agreement dated April 1, 1937, between Southern RR Co. and receivers of M&O, as modified by supplement dated October 24, 1950.
- 2 C&NW Fieldale, VA - Leased to N&W Rwy. Co.
- 3 C&NW Hickory, NC - Former C&NW team track and  $\frac{1}{2}$  crossover
- 4 C&NW High Point, NC - HPRA&S (C&NW) MP 0+381' to MP 1+4772'
- 5 CNO&TP Harriman-DeArmond, TN - 3.50 miles abandoned (1975)
- 6 Eufaula to Union Springs, AL
- 7 Central Jct. to McCombs, AL - 5.31 miles abandoned (1970)
- 8 LaFayette to Roanoke, AL - 18.76 miles abandoned (1983)
- 9 Goshen to Andalusia, AL - 1982
- 10 Norris Yard, AL - 6.34 miles
- 11 Hazelhurst to Kirby, GA - 46.00 miles abandoned (1983)
- 12 Douglas to Hazlehurst, GA - 26.10 miles abandoned (1983) \*
- 13 Midville - Hepzibah, GA - M66 - 3.00 miles
- 14 Albany - Cordele, GA - -6.34 miles
- 15 Clayton - Ozark, AL - E - 70 miles leased 255/T
- 16 Meldrim to Lyons, GA - Leased to SCL, Lyons Branch
- 17 Savannah, GA - Seatrains Lines
- 18 Orange to Gordonsville, VA - 9.04 miles, leased to Chesapeake & Ohio Rwy. Co. under agreement dated December 23, 1890, effective March 1, 1890, for 99 years and one month, renewable thereafter forever, at an annual rental of \$6,000.
- 19 Ware Shoals Junction, SC to End of Line - 5.17 miles, operated by Ware Shoals Railroad Co. under agreement dated August 23, 1908, for which no rent was charged.
- 20 Durham, NC - 0.23 miles. Track leased to Norfolk & Western Railway under agreement dated May 1, 1905, to continue during life of 99 year lease between Southern Railway and North Carolina Railroad. Rental \$240 per annum.



## NOTES AND REMARKS

REFERENCE FOR SCHEDULE 701, MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR:

Line  
No.

- 21 Columbia, SC - Side track leased to Columbia Union Station Co., under agreement dated February 1, 1902, for the period February 1, 1902, to February 1, 1952. Rental \$400 per annum and agreement dated July 24, 1933, terminable 60 days notice. Rental \$231.80 per annum, plus 4% per annum on additions and betterments.
- 22 Augusta, GA - Side track leased to Augusta & Summerville RR under agreement dated April 7, 1928, for the period March 21, 1928, to March 20, 1946. Rental \$300 per annum. Supplemental agreement October 12, 1955.
- 23 Clarksville, VA - 0.02 miles Joint Turnout Connection to NF&D Railway.
- 24 Leeds, AL - New main connection between CofGA and Sou. Rwy. Co. - 0.25 miles.
- 25 McDonough to Griffin, GA - 12.03 miles not operated.
- 26 Blocton, AL - Track leased to Woodstock & Blockton Rwy. Co. to serve A. E. Burgess Co., 0.31 mile and turnout constructed by Sou. Rwy. Co. connecting to TCI&RR Co., 0.03 mile.
- 27 Aiken to Trenton, SC - 9.30 miles abandoned (1979)
- 28 Parrish to High Level, AL - 4.80 miles abandoned (1979)
- 29 Atlanta Jct. to Piedmont, AL - 32.80 miles abandoned (1977)
- 30 Hagood - Camden, SC - 10.00 miles abandoned (1981)
- 31 Stony Fork Branch, KY - 5.00 miles abandoned (1970)
- 32 Greenwood - Piedmont, SC - 10.63 miles
- 33 Aiken - Warrentonville, SC - 6.20 miles
- 34 White Oak to Clayton, AL - 6.10 miles
- 35 York to Kings Creek, SC - 18.53 miles
- 36 Shelby to Forest City, NC - 19.00 miles
- 37 Torbit to Gough, GA - 3.00 miles
- 38 Peoria & Pekin Union Railway operates and maintains on a user basis.

## NOTES AND REMARKS

## SCHEDULE 705

\* To correct report

Line 14 - Includes the abandonment of 23.87 miles of main line between Montpelier, Ohio and Ashley Hudson, Ind. (ICC Docket No. 30697 decided December 19, 1985) and 11.59 miles of main line between Norton and Miller Yard, Va. (ICC Docket No. 30607 decided March 7, 1985).

Line 15 - Includes the abandonment of .23 mile of the City Point Branch, 2.76 miles of the Streator Branch (ICC Docket AB-10(Sub No. 30X) decided May 8, 1985), 6.10 miles from White Oak to Clayton, Alabama (ICC Docket No. AB-28(10X) effective March 30, 1986), 18.53 miles from York to Kings Creek, South Carolina (ICC Docket No. AB-26(34X) effective August 21, 1986), 16.57 miles from Shelby to Forest City, North Carolina (ICC Docket No. 30746 effective February 9, 1986) and 3.00 miles (classed as way switching) from Torbit to Gough, Georgia (ICC Docket No. AB-28(11X) effective August 21, 1986). Also, there were 15.94 miles of first main reclassified to way switching (Shelby to Forest City, North Carolina).



# INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

## Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

## 9. Cross-checks

### Schedule 710

### Schedule 710

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

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

When data appear in columns (k) or (l) lines 36 thru 53, and 55, column (m) should have data on same lines.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units										(H.P.)		1
		Diesel-freight units	2169	100			199	329	2139		2139	5845000		2
2		Diesel-passenger units	2							2	2	6000		3
3		Diesel-multiple purpose units												4
4		Diesel-switching units	198	1			19	26	188	4	192	273750		5
5	*	TOTAL (lines 1 to 4) units	2369	101			218	355	2327	6	2333	6124750		6
6	*	Electric-locomotives												7
7	*	Other self-powered units												8
8	*	TOTAL (lines 5, 6 and 7)	2369	101			218	355	2327	6	2333	6124750		9
9	*	Auxiliary units	71	7			2	5	75		75	N/A		10
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2440	108			220	360	2402	6	2408	N/A		

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

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1965 (b)	Between Jan. 1, 1965 and Dec. 31, 1969 (c)	Between Jan. 1, 1970 and Dec. 31, 1974 (d)	Between Jan. 1, 1975 and Dec. 31, 1979 (e)	Between Jan. 1, 1980 and Dec. 31, 1984 (f)	During Calendar Year						TOTAL (i)	Line No.
								1985 (g)	1986 (h)	1987 (i)	1988 (j)	1989 (k)			
11	*	Diesel	312	464	532	476	342	106	101					2333	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	TOTAL (lines 11 to 13)	312	464	532	476	342	106	101					2333	14
15	*	Auxiliary units		9	12	19	21	7	7					75	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	312	473	544	495	363	113	108				N/A	2408	16



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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS														
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)	33					4	14	15	29			17
18		Comb. cars [All class C, except CSB]	2					1	1		1			18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]	2						2		2			20
21		Dining, grill and tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]										N/A		22
23		TOTAL (lines 17 to 22)	37					5	17	15	32			23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)												28
29		TOTAL (lines 23 and 28)	37					5	17	15	32			29
30		COMPANY SERVICE CARS Business cars [PV]	19				3		22		22	N/A		30
31		Board outfit cars [MWX]	392				57	6	443		443	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	39						39		39	N/A		32
33		Dump and ballast cars [MWB, MWD]	1643	8			124	62	1712	1	1713	N/A		33
34		Other maintenance and service equipment cars	3798	3			361	105	4052	5	4057	N/A		34
35		TOTAL (lines 30 to 34)	5891	11			545	173	6268	6	6274	N/A		35

## 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Class of equipment and car designations  (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
<b>FREIGHT TRAIN CARS</b>									
36		Plain box cars - 40' (B100-B287)	792					1	36
37		Plain box cars - 50' and longer (B300-B887)	14305					747	37
38		Equipped box cars (All Code A)	21406					133	38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	12634					7	39
40		Equipped gondola cars (All Code E)	4084						40
41		Covered hopper cars (All Code C -- 1 --)	18994					13	41
42		Open top hopper cars-general service (All Code H)	57570					6	42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	3370						43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	2069					353	44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	5						45
46		Flat cars-TOFC/COFC (All Code P & Q)	1688					5	46
47		Flat cars-multi-level (All Code V)	1209					12	47
48		Flat cars-general service (F101-106, F201-206, F301-306)	893					2	48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	1927					63	49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)		46					50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)							51
52		All other freight cars (All Codes L & S and F171-176, 271-276, 371-376, 471-476)	3606					29	52
53		TOTAL (lines 36 to 52)	144552	46				1371	53
54		Caboose (All Code N)	N/A	1151					54
55		TOTAL (lines 53, 54)	144552	1197				1371	55



## 710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see p. 4)	Leased to others	
		(h)	(i)	(j)	Time-mileage cars	All other	(m)	(n)	
36		352	441		441		23988	1	36
37		2590	10503	1959	12462		943863		37
38		2965	18137	437	18574		1389937	69	38
39		1663	10976	2	10978		901880		39
40		166	3918		3918		364789		40
41		1041	17961	5	17966		1765538	79	41
42		2909	54667		54667		5138002		42
43		46	3324		3324		300768		43
44		540	1047	835	1882		129632	33	44
45			5		5		287		45
46		1	1692		1692		76191		46
47		19	1202		1202		55457	21	47
48		276	619		619		46598		48
49		171	1792	27	1819		158167	1	49
50		21	25			25	2300		50
51									51
52		291	3343	1	3344		262848		52
53		13051	129652	3266	132893	25	11560445	204	53
54		2	1149		N/A	1149	N/A		54
55		13053	130801	3266	132893	1174	11560445	204	55

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## 710. INVENTORY OF EQUIPMENT -- Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		352	441		441		23988	1	36
37		2590	10503	1959	12462		943863		37
38		2965	18137	437	18574		1384827	69	38
39		1663	10976	2	10978		901880		39
40		166	3918		3918		364789		40
41		1041	17961	5	17966		1757875	79	41
42		2909	54667		54667		138002		42
43		46	3324		3324		300768		43
44		540	1047	835	1882		129632	33	44
45			5		5		287		45
46		1	1692		1692		74739		46
47		19	1202		1202		55457	21	47
48		276	619		619		46598		48
49		171	1792	27	1819		158167	1	49
50		21	25			25	2500		50
51									51
52		291	3343	1	3344		260571		52
53		13051	129652	3266	132893	25	6543943	204	53
54		2	1149		N/A	1149	N/A		54
55		13053	130801	3266	132893	1174	6543943	204	55

## 710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations  (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
<b>FLOATING EQUIPMENT</b>									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	2					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	4					57
58		TOTAL (lines 56 and 57)	N/A	6					58
<b>HIGHWAY REVENUE EQUIPMENT</b>									
59		Bogie-chassis z-1		128					59
60		Dry van u-2 & z-2		5704					60
61		Flat bed u-3 & z-3		31					61
62		Open top u-4 & z-4		1					62
63		Mechanical refrigerator u-5 & z-5							63
64		Bulk u-0 & z-0		2					64
65		Insulated u-7 & z-7		4					65
66		Tank u-6 & z-6							66
67		Other trailer or container Incl. u-9 & z-9							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)		5870					70

## NOTES AND REMARKS



## 710. INVENTORY OF EQUIPMENT - Concluded

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56			2		N/A	2			56
57			4		N/A	4			57
58			6		N/A	6			58
59			128			128	3072		59
60		1279	4425			4425	795090		60
61			31			31	6497		61
62			1			1	231		62
63									63
64			2			2	400		64
65			4			4	696		65
66									66
67									67
68									68
69									69
70		1279	4591			4591	805986		70

## NOTES AND REMARKS

**7108. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR**  
(Dollars in Thousands)

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

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

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

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

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

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

**NEW UNITS**

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	C39-8-Diesel Locomotive - Freight	50	9200	57988	P	1
2	GP-59 Diesel Locomotive - Freight	3	384	3111	P	2
3	SD-60 Diesel Locomotive - Freight	47	8836	53672	P	3
4	Repowered Diesel Locomotive - Switching	1	128	407	S	4
5	Auxiliary Units (Boosters)	7	973	980	S	5
6	Airslide Dump cars - Co. Service	8	318	579	P	6
7	Rail Handling cars - Co. Service	3	148	353	P	7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	119	N/A	117090	N/A	25

**REBUILT UNITS**

26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	
39	GRAND TOTAL	119	N/A	117090	N/A	



# GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, 724, AND 728

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

## Track category<sup>1</sup>

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

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

- 2. These schedules shall only include those lines maintained by the reporting carrier. They shall not include track maintained by others over which the reporting carrier has trackage rights.
- 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
- 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

<sup>1</sup>For line segments containing more than single tracks, the total density over the route shall be used to determine track category.

## 720. TRACK AND TRAFFIC CONDITIONS

- 1. Disclose the requested information pertaining to track and traffic conditions.
- 2. Miles under slow order in column (e) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile <sup>2</sup> (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (Deviation from timetable speed limit) (whole numbers) (e)	Line No.
1	A	5125	26.93	51.29	97(16.1)	1
2	B	6734	10.94	46.49	254(18.1)	2
3	C	3666	2.82	33.97	189(12.4)	3
4	D	4270	.69	24.87	204(13.2)	4
5	E	7801	XXXXXXXX	XXXXXX		5
6	TOTAL	27596			744	6
7	F	9	XXXXXXXX	XXXXXX		7
8	Potential abandonments	589			43(15.1)	8

<sup>2</sup>To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

# 721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of cross ties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Cross ties switch and bridge ties	Line No.
		New ties				Second-hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	774099				4144			778243	2134815	1.3	1
2	B	966863				4597			971460	2107447	6.1	2
3	C	396904				24279			421183	661241	6.7	3
4	D	310398				297193			607591	1696226	20.6	4
5	E	265368				187063			452431	448,976	59.2	5
6	TOTAL	2713632				517276			3230908	11089705	15.1	6
7	F											7
8	Potential abandonments	196							196	15509	100.0	8

9. Average cost per cross tie \$ 17.77 and switch tie (MBM) \$ 537.06



# 722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS (Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.

In column (a) classify the ties as follows:

U — Wooden ties untreated when applied.

T — Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross-ties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	3 T	55,482	15.02	833	444,208	569.45	253	New	1
2									2
3	2 U							Relay	3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	7 TOTAL	55,482	15.02	833	444,208	569.45	253		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid				2.94	Rail Miles			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid				36.02	Rail Miles			22

# 722. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	354.88	8.30	39.56	15.06	394.44	23.36	6.8	1	
2	B	101.51	9.07	529.16	37.02	630.67	46.09	6.7	2	
3	C	.24	.59	448.26	10.65	448.50	11.24	2.2	3	
4	D		.89	318.96	15.31	318.96	16.20	6.1	4	
5	E		5.73	188.68	166.54	188.68	172.27	36.6	5	
6	TOTAL	456.63	24.58	1524.62	244.58	1981.25	269.16	10.5	6	
7	F								7	
8	Potential Abandonments								8	
9	Other								9	
10	Average cost of new and relay rail laid in replacement (gross tons) \$ 185.47									10



### 724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

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

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

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

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

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

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS					Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)		
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)			
1	2	136				136	65	27	407.68	1	
2										2	
3	2	132	582	241	413.31	132	672	274	406.98	3	
4										4	
5	4	132	43	3	64.16	132	3,043	197	64.86	5	
6										6	
7	4	131	3		64.81	131	1,107	72	64.69	7	
8										8	
9	4	130	21	1	64.30	130	1,878	121	64.53	9	
10										10	
11	2	115	9	3	339.33	115	18	7	375.99	11	
12										12	
13	4	115				115	310	20	63.64	13	
14										14	
15	4	112				112	9	1	63.56	15	
16										16	
17	4	110				110	662	43	64.78	17	
18										18	
19	2	100	5	2	379.44	100	58	28	487.64	19	
20										20	
21	4	100	12	1	63.45	100	235	15	63.57	21	
22										22	
23	4	85				85	1		63.78	23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	675	251	371.85	N/A	8,058	805	99.90	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									2.94	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									36.02	35
36	Track-miles of welded rail installed on system this year 18.14 : total to date 4,683.05										36

## 725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	Pounds				
1	155	5.94			1
2	140	38.32			2
3	136	178.01			3
4	132	9456.54			4
5	131	1140.38			5
6	130	456.11			6
7	127	7.48			7
8	115	1324.58			8
9	112	1151.46			9
10	110	329.47			10
11	105	70.41			11
12	100	1505.97			12
13	90	729.83			13
14	85	1074.22			14
15	80	484.01			15
16	75	244.89			16
17	70	81.33			17
18	68	6.18			18
19	65	2.61			19
20	63	13.36			20
21	60	6.80			21
22	56	1.57			22
23	52	.09			23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48



## 726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.  
 2. In columns (d), (e), (g), and (j) give the percentage of replacements to total units of property at year end.

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	778243	2134815	5.3	4.1	417.80	4.1	1180255	1871.8 1871	36.5	1
2	B	971460	2107447	4.7	3.6	676.76	5.0	1387406	2331.9 2332	34.6	2
3	C	421183	661241	3.6	2.1	459.74	6.3	471912	821.8 822	22.4	3
4	D	607591	1696226	4.0	4.2	335.16	3.9	437523	832.9 833	19.5	4
5	E	452431	4489976	2.2	2.2	360.95	2.3	464467	578.2 578	7.4	5
6	TOTAL	3230908	11089705	3.9	2.9	2250.41	4.1	3941563	6435.8 6436	23.3	6
7	F										7
8	Potential abandonments	196	15509								8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS  
 (Dollars in Thousands)

1. Furnish the requested information concerning the monetary amount and quantity of deferred capital improvements to track structure.  
 2. Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of track (a)	Monetary amount of deferred capital improvements		Line No.
		End of the year (b)	Beginning of the year (c)	
1	A			1
2	B			2
3	C			3
4	D			4
5	E			5
6	TOTAL TRACKS NONE			6
7	F			7
8	Potential Abandonments			8
	Selected track improvements	Quantities of deferred capital improvements		
		End of the year	Beginning of the year	
9	Crossties			9
10	Rail			10
11	Ballast			11

**750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS**

(Dollars in Thousands)

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

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

**A. LOCOMOTIVES**

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (steam, gas turbine, etc.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	259,227,509				1
2	Passenger					2
3	Yard switching	36,184,753				3
4	TOTAL	295,412,262				4
5	COST OF FUEL <sup>1</sup> \$(000)	\$ 142,821	\$	\$	\$	5
6	Work Train	8,196,453				6

**B. RAIL MOTORCARS**

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL				10
11	COST OF FUEL <sup>1</sup> \$(000)	\$	\$	\$	11
12	Work Train				12

<sup>1</sup>Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service.



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755--Concluded

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

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

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

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

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

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

(T) Report the total number of foreign per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

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

Surplus cars are cars which are in serviceable condition available for loading at the initial count on the last day of the year, but which have not been placed for loading within 48 hours. A record shall be made of all such cars on hand at 12:01 a.m. of the day following the last day of each year and a count of the same cars made 48 hours later to ascertain those still not placed for loading. The count of surplus cars shall include cars assembled in advance to meet loading requirements of more than one day; cars which have not been moved because of infrequent train service as on branch lines; cars set aside or stored for special or future loading, such as perishables, grain, autos, rough freight, etc.; and cars stored because of seasonal decline in traffic, such as coal cars, ore cars, etc. The count of surplus cars shall not include cars out of service in connection with repairs, cars actually moving en route to owners, cars moving on car service order, or cars in transit to loading points on holding road or to another road. The phrase "placed for loading" refers to (1) physical switching of a car into position for loading, (2) physical switching of a car into possession of a shipper who will subsequently move it to loading position, and (3) physical switching onto tracks at a freight house, pier, etc., for the purpose of being loaded.



## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
1		1. MILES OF ROAD OPERATED (A)	17,520	23	1
		2. TRAIN MILES - RUNNING (B)	XXXXXXXX	XXXXXX	
2		2-01 UNIT TRAINS	1,809,951	XXXXXX	2
3		2-02 WAY TRAINS	6,678,979	XXXXXX	3
4		2-03 THROUGH TRAINS	25,113,112	23,368	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	33,602,042	23,368	5
6		2-05 MOTORCARS (C)	0		6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	33,602,042	23,368	7
		3. LOCOMOTIVE UNIT MILES (D)	XXXXXXXX	XXXXXX	
		ROAD SERVICE (E)	XXXXXXXX	XXXXXX	
8		3-01 UNIT TRAINS	5,598,427	XXXXXX	8
9		3-02 WAY TRAINS	13,677,711	XXXXXX	9
10		3-03 THROUGH TRAINS	76,819,715	23,368	10
11		3-04 TOTAL (lines 8-10)	96,095,853	23,368	11
12		3-11 TRAIN SWITCHING (F)	6,360,694	XXXXXX	12
13		3-21 YARD SWITCHING (G)	14,507,220		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	116,963,767	23,368	14
		4. FREIGHT CAR-MILES (thousands) (H)	XXXXXXXX	XXXXXX	
		4-01 RR OWNED AND LEASED - LOADED	XXXXXXXX	XXXXXX	
15		4-010 BOX-PLAIN 40-FOOT	965	XXXXXX	15
16		4-011 BOX-PLAIN 50-FOOT AND LONGER	111,376	XXXXXX	16
17		4-012 BOX-EQUIPPED	147,063	XXXXXX	17
18		4-013 GONDOLA-PLAIN	45,763	XXXXXX	18
19		4-014 GONDOLA-EQUIPPED	13,027	XXXXXX	19
20		4-015 HOPPER-COVERED	98,060	XXXXXX	20
21		4-016 HOPPER-O/T-GENERAL SERVICE	353,710	XXXXXX	21
22		4-017 HOPPER-O/T-SPECIAL SERVICE	52,942	XXXXXX	22
23		4-018 REFRIGERATOR-MECHANICAL	4,686	XXXXXX	23
24		4-019 REFRIGERATOR-NON-MECHANICAL	10,697	XXXXXX	24
25		4-020 FLAT-TOFC/COFC	91,992	XXXXXX	25
26		4-021 FLAT-MULTI-LEVEL	19,322	XXXXXX	26
27		4-022 FLAT-GENERAL SERVICE	2,573	XXXXXX	27
28		4-023 FLAT-ALL OTHER	21,364	XXXXXX	28
29		4-024 ALL OTHER CAR TYPES	17,445	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	990,985	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
		4-11 RR OWNED AND LEASED EMPTY	XXXXXXXX	XXXXXX	
31		4-110 BOX-PLAIN 40-FOOT	1,088	XXXXXX	31
32		4-111 BOX-PLAIN 50-FOOT AND LONGER	79,321	XXXXXX	32
33		4-112 BOX-EQUIPPED	114,423	XXXXXX	33
34		4-113 GONDOLA-PLAIN	41,069	XXXXXX	34
35		4-114 GONDOLA-EQUIPPED	14,335	XXXXXX	35
36		4-115 HOPPER-COVERED	107,076	XXXXXX	36
37		4-116 HOPPER-O/T-GENERAL SERVICE	325,103	XXXXXX	37
38		4-117 HOPPER-O/T-SPECIAL SERVICE	52,985	XXXXXX	38
39		4-118 REFRIGERATOR-MECHANICAL	3,211	XXXXXX	39
40		4-119 REFRIGERATOR-NON-MECHANICAL	10,997	XXXXXX	40
41		4-120 FLAT-TOFC/COFC	23,416	XXXXXX	41
42		4-121 FLAT-MULTI-LEVEL	11,343	XXXXXX	42
43		4-122 FLAT-GENERAL SERVICE	3,172	XXXXXX	43
44		4-123 FLAT-ALL OTHER	22,086	XXXXXX	44
45		4-124 ALL OTHER CAR TYPES	20,248	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	829,873	XXXXXX	46
		4-13 PRIVATE LINE CARS - LOADED (H)	XXXXXXXX	XXXXXX	
47		4-130 BOX-PLAIN 40-FOOT	0	XXXXXX	47
48		4-131 BOX-PLAIN 50-FOOT AND LONGER	13,434	XXXXXX	48
49		4-132 BOX-EQUIPPED	38	XXXXXX	49
50		4-133 GONDOLA-PLAIN	735	XXXXXX	50
51		4-134 GONDOLA-EQUIPPED	110	XXXXXX	51
52		4-135 HOPPER-COVERED	61,645	XXXXXX	52
53		4-136 HOPPER-O/T-GENERAL SERVICE	279	XXXXXX	53
54		4-137 HOPPER-O/T-SPECIAL SERVICE	25	XXXXXX	54
55		4-138 REFRIGERATOR-MECHANICAL	0	XXXXXX	55
56		4-139 REFRIGERATOR-NON-MECHANICAL	1,665	XXXXXX	56
57		4-140 FLAT-TOFC/COFC	183,636	XXXXXX	57
58		4-141 FLAT-MULTI-LEVEL	83,890	XXXXXX	58
59		4-142 FLAT-GENERAL SERVICE	147	XXXXXX	59
60		4-143 FLAT-ALL OTHER	8,001	XXXXXX	60
61		4-144 TANK UNDER 22,000 GALLONS	79,618	XXXXXX	61
62		4-145 TANK - 22,000 GALLONS AND OVER	23,231	XXXXXX	62
63		4-146 ALL OTHER CAR TYPES	1,620	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	458,074	XXXXXX	64



## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
		4-15 PRIVATE LINE CARS-EMPTY (H)	XXXXXXXX	XXXXXX	
65		4-150 BOX-PLAIN 40-FOOT	0	XXXXXX	65
66		4-151 BOX-PLAIN 50-FOOT AND LONGER	3,219	XXXXXX	66
67		4-152 BOX-EQUIPPED	52	XXXXXX	67
68		4-153 GONDOLA-PLAIN	295	XXXXXX	68
69		4-154 GONDOLA-EQUIPPED	104	XXXXXX	69
70		4-155 HOPPER-COVERED	63,063	XXXXXX	70
71		4-156 HOPPER-O/T-GENERAL SERVICE	245	XXXXXX	71
72		4-157 HOPPER-O/T-SPECIAL SERVICE	25	XXXXXX	72
73		4-158 REFRIGERATOR-MECHANICAL	0	XXXXXX	73
74		4-159 REFRIGERATOR-NON-MECHANICAL	1,661	XXXXXX	74
75		4-160 FLAT-TOFC/COFC	40,121	XXXXXX	75
76		4-161 FLAT-MULTI-LEVEL	51,001	XXXXXX	76
77		4-162 FLAT-GENERAL SERVICE	208	XXXXXX	77
78		4-163 FLAT-ALL OTHER	8,164	XXXXXX	78
79		4-164 TANK UNDER 22,000 GALLONS	83,333	XXXXXX	79
80		4-165 TANK - 22,000 GALLONS AND OVER	25,084	XXXXXX	80
81		4-166 ALL OTHER CAR TYPES	1,542	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	278,117	XXXXXX	82
83		4-17 WORK EQUIPMENT CAR-MILES	14,888	XXXXXX	83
84		4-18 NO PAYMENT CAR-MILES (I) *	84,125	XXXXXX	84
		4-19 TOTAL CAR-MILES BY TRAIN TYPE	XXXXXXXX	XXXXXX	
85		4-190 UNIT TRAINS	150,499	XXXXXX	85
86		4-191 WAY TRAINS	163,393	XXXXXX	86
87		4-192 THROUGH TRAINS	2,342,170	XXXXXX	87
88		4-193 TOTAL (lines 85-87)	2,656,062	XXXXXX	88
89		4-20 CABOOSE MILES	20,630	XXXXXX	89
		5. PASSENGER CAR-MILES (000) (J)	XXXXXXXX	XXXXXX	
90		5-01 COACHES		164	90
91		5-02 COMBINATION, PASSENGER CARS			91
92		5-03 SLEEPING AND PARLOR CARS			92
93		5-04 DINING, GRILL AND TAVERN CARS			93
94		5-05 HEAD-END CARS (OTHER THAN 5-02)			94
95		5-06 TOTAL (LINES 90-94)		164	95
96		5-07 BUSINESS CARS			96
97		5-08 CREW CARS (OTHER THAN CABOOSES)			97

\* Total number of loaded miles 2,186 and empty miles 344 by roadrailer reported above on lines 29 and 45 respectively, rather than line 84.

## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
		6. GROSS TON MILES (Thousands) (K)	XXXXXXXX	XXXXXX	
98		6-01 ROAD LOCOMOTIVES	14,373,058	3,365	98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	12,195,768	XXXXXX	99
100		6-021 WAY TRAINS	11,537,847	XXXXXX	100
101		6-022 THROUGH TRAINS	162,126,977	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.		12,579	102
103		6-04 NON-REVENUE	1,080,990	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	201,314,640	15,944	104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	253,600	XXXXXX	105
106		7-02 NON-REVENUE	8,662	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	262,262	XXXXXX	107
		8. TON-MILES OF FREIGHT (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	91,418,116	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	91,418,116	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	988,365	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	988,365	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	92,406,481	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	1,922,466	XXXXXX	115
116		9-02 TRAIN SWITCHING	463,074	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	1,621,796	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	1,100,051	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	332,287	XXXXXX	120
121		12-02 WAY TRAINS	2,823,808	XXXXXX	121
122		12-03 THROUGH TRAINS	8,423,241	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	966,846	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	2,602,320	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	2,506	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	32,028,344	XXXXXX	126
127		16-02 MARINE TERMINALS - ORE	0	XXXXXX	127
128		16-03 MARINE TERMINALS - OTHER	0	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	32,028,344	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	24,863	XXXXXX	130
131		17-02 UNSERVICEABLE	486	XXXXXX	131
132		17-03 SURPLUS	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	25,349	XXXXXX	133



## VERIFICATION

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

## OATH

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

State of Virginia  
City Norfolk  
~~XXXX~~ of Norfolk

L. I. Prillaman, Jr.

(Insert here name of the affiant)

Vice President-Accounting

(Insert here the official title of the affiant)

Of Norfolk Southern Combined Railroad Subsidiaries (See pg. 4 of ICC Annual Report R-1)  
(Insert here the exact legal title or name of the respondent)

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

January 1, 19 86, to and including December 31, 19 86

L. I. Prillaman, Jr.  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and City Norfolk above named, this 25th day of March, 19 87

My commission expires December 17, 1989

Use an  
L.S.  
impression seal

Kathryn G. Brandi  
(Signature of officer authorized to administer oaths)

## SUPPLEMENTAL OATH

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

State of Virginia  
City Norfolk  
~~XXXX~~ of Norfolk

Arnold B. McKinnon

(Insert here name of the affiant)

Chairman & C.E.O.

(Insert here the official title of the affiant)

Of Norfolk Southern Combined Railroad Subsidiaries (See pg 4 of ICC Annual Report R-1)  
(Insert here the exact legal title or name of the respondent)

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

January 1, 19 86, to and including December 31, 19 86

Arnold B. McKinnon  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and City Norfolk above named, this 27th day of March, 19 87

My commission expires December 17, 1989

Use an  
L.S.  
impression seal

Kathryn G. Brandi  
(Signature of officer authorized to administer oaths)





[illegible]

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	( 3,241)
22.	Passenger	Line 150, col. g	-0-
	Total Way and Structures		
23.	Freight	Line 151, col. f	661,225
24.	Passenger	Line 151, col. g	-0-
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	-0-
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	( 98)
27.	Total - Freight Train Cars	Line 24, col. f	6,679
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	690
29.	Marine Line-Haul	Line 33, col. f	-0-
30.	Local Marine	Line 34, col. f	-0-
31.	Total - Floating Equipment	Line 35, col. f	-0-
32.	Other Equipment	Col. f, sum of lines 27 thru 40	1,183
33.	Work & Other Non-revenue Equipment	Line 41, col. f	-0-
34.	Total - All Equipment	Line 43, col. f	8,454



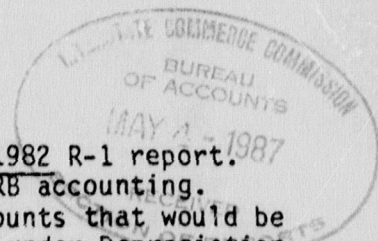
Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	256,458
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	-0-
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	39,174
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	-0-
	Depreciation - Running		
11.	Freight	Line 136, col. f	21,768
12.	Passenger	Line 136, col. g	-0-
	Depreciation - Switching		
13.	Freight	Line 137, col. f	3,395
14.	Passenger	Line 137, col. g	-0-
	Depreciation - Other		
15.	Freight	Line 138, col. f	12,442
16.	Passenger	Line 138, col. g	-0-
	Other - Running		
17.	Freight	Line 148, col. f	6,155
18.	Passenger	Line 148, col. g	-0-
	Other - Switching		
19.	Freight	Line 149, col. f	1,108
20.	Passenger	Line 149, col. g	-0-

Norfolk Southern Combined  
NAME OF CARRIER Railroad Subsidiaries

SUPPLEMENTAL 1986 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1987.



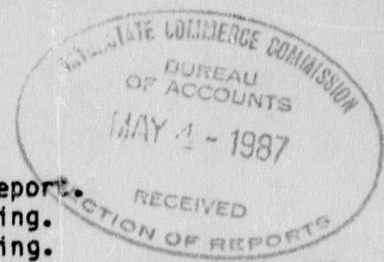
Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)
1.	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u> Total road	Line 28, col. g	\$ 724,077
2.	<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u> Total road	Line 27, col. g	22,817
3.	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u> Total road	Line 27, col. g	-0-
4.	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u> Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	1,123,939
5.	Total expenditures for road	Line 34, total of cols. b thru e	3,536,890
6.	Total general expenditures	Line 45, total of cols. b thru e	47,106



NORFOLK SOUTHERN COMBINED  
NAME OF CARRIER RAILROAD SUBSIDIARIES

SUPPLEMENTAL 1986 R-1 DATA

INSTRUCTIONS



- Line and column references in column (b) are to the 1986 R-1 report.
- Data entered in column (c) shall be computed under RRB accounting.
- Data entered in column (d) shall be computed under RRB accounting.
- This supplemental report should be filed with the Bureau of Accounts by April 30, 1987.

Selected Items (a)	1985 R-1 Location (b)	RRB Accounting As of 12/31/86 (Dollars in Thousands) (c)	RRB Accounting As of 1/1/86 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ 268,132*	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	237,454	\$ 345,882
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investments in property	col. d	7,745,102	7,583,561
4. Depreciation and Amortization of defense projects	col. e	2,481,964	2,474,820
<u>Schedule 352B</u>			
Interest during construction	Line 41		
5. Respondent	col. b	34,088	34,148
6. Lessor railroads	col. c	5,920	5,920
7. Inactive (Proprietary Companies)	col. d	-0-	-0-
8. Other Leased Properties	col. e	177	177
Other elements of Investment	Line 42		
9. Respondent	col. b	-0-	-0-
10. Lessor railroads	col. c	-0-	-0-
11. Inactive (Proprietary Companies)	col. d	-0-	-0-
12. Other Leased Properties	col. e	-0-	-0-

\*During 1983 under Docket No. 36988, the ICC changed the method of accounting for track structure from the retirement-replacement-betterment (RRB) basis to the depreciation accounting basis for record-keeping and R-1 reporting. The ICC also required the reporting of selected supplemental R-1 data (appendices A and B) on an RRB basis. This supplemental data, which provides a basis for the calculation of the RRB basis NROI, is compiled, based on historic ratios of capital versus expense for the various track components.

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