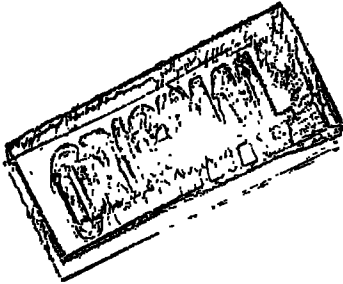


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RECEIVED
**Annual
Report**



to the Interstate Commerce Commission
For the year ended December 31, 1991



**NORFOLK
SOUTHERN**

Norfolk Southern Combined Railroad Subsidiaries
Three Commercial Place
Norfolk, Virginia 23510-2191

NOTICE

1 This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of accounts, Washington, D C 20423, by March 31 of the year following that for which the report is made. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANNUAL REPORT

OF

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1991

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

(Name) L. I. Prillaman, Jr. (Title) Vice President and Controller

(Telephone number) (804) 629-2770
(Area Code)

(Office address) Three Commercial Place, Norfolk, VA 23510-2191
(Street and number, city, State, and ZIP code)

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SPECIAL NOTICE

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

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

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

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 a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date when 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* (NS Rail) is comprised principally of Norfolk Southern Railway Consolidated and its major subsidiary Norfolk and Western Railway Consolidated.
2. Date of incorporation Norfolk Southern Railway Company was incorporated June 18, 1894 under the name Southern Railway Company; Norfolk and Western Railway Company - January 15, 1896
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 Southern Railway Company-Organized under and by virtue of an act of Assembly of the State of Virginia, approved February 20, 1894. Norfolk and Western Railway Company-Organized September 24, 1896 under act of General Assembly of Virginia, approved January 15, 1896.
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 On June 1, 1982, Southern Railway Company (SR) and Norfolk and Western Railway Company (NW) became subsidiaries of Norfolk Southern Corporation (NS), a transportation holding company incorporated in Virginia. Effective December 31, 1990, NS transferred all the common stock of NW to SR, and SR's name was changed to Norfolk Southern Railway Company.

* See note on page 4 "Principles of Consolidated 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 _____

☒ 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, 1991, for the following companies: Norfolk Southern Corporation and Norfolk Southern Railway Company.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ No Par 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 Yes.
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing Stock Books Do Not Close.
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 closing, if within one year of the date of such filing; if not, state as of the close of the year. NSR 16,688,997 and TCS 500 votes as of December 31, 1991. (date)
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry No. 7. One stockholder.
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 agreement, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year; show such thirty security holders as of the close of the year.*

Line No.	Name of Security Holder	Address of Security Holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common	PREFERRED		
Second	First						
1	Norfolk Southern Railway:						1
2	Norfolk Southern Corp.	Norfolk, VA	16,688,997	16,688,997		*	2
3							3
4	Triple Crown Services, Inc.						4
5	Norfolk Southern Corp.	Norfolk, VA	500	500			5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15	* At December 31, 1991, 1,197,131 shares of \$2.60 cumulative preferred stock, Series A were issued and						15
16	1,097,011 shares were held other than by subsidiaries.						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

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. NSR-16,688,997 & TCS-500
11. Give the date of such meeting. NSR - May 28, 1991 and TCS October 16, 1991
12. Give the place of such meeting. Norfolk, Virginia for both NSR and TCS

NOTES AND REMARKS

Principles of Combined Reporting

Norfolk Southern Combined Railroad Subsidiaries (NS Rail) includes the affiliated railroads under the COMMON CONTROL of Norfolk Southern Corporation (NS). The major subsidiary is Norfolk Southern Railway Company and consolidated subsidiaries (NSR). NSR's major subsidiary is Norfolk and Western Railway Company and consolidated subsidiaries (see page 2, "Identity of Respondent"). 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" and "Miscellaneous Deductions From 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:

<u>Class I</u>	<u>Lessors and Other</u>
Alabama Great Southern Railroad Company, The	Airforce Pipeline, Inc.
Central of Georgia Railroad Company	Atlanta and Charlotte Air Line Railway
Cincinnati, New Orleans and Texas Pacific Railway Company, The	Company, The
Norfolk and Western Railway Company	Chattanooga Terminal Railway Company
Norfolk Southern Railway Company	Citico Realty Company
	Elberton Southern Railway Company
	15th & K Associates
	Georgia Midland Railway Company, The
	High Point, Randleman, Asheboro and
	Southern Railroad Company
	Lake Erie Dock Company
	Memphis and Charleston Railway Company
	Mobile and Birmingham Railroad Company
	North Carolina Midland Railroad Company, The
	Rail Investment Company
	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.
	Triple Crown Services, Inc.
	Virginia and Southwestern Railway Company
	Yadkin Railroad Company
<u>Class II</u>	
Georgia Southern and Florida Railway Company	
<u>Class III</u>	
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	

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 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 agreement, 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

Line No.	Name of Security Holder	Address of Security Holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No
				Stock			
				Common	PREFERRED		
					Second	First	
1	See Schedule 230						1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							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
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 (NS Rail) includes the affiliated railroads under the COMMON CONTROL of Norfolk Southern Corporation (NS). The major subsidiary is Norfolk Southern Railway Company and consolidated subsidiaries (NSR). NSR's major subsidiary is Norfolk and Western Railway Company and consolidated subsidiaries (see page 2, "Identity of Respondent"). 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" and "Miscellaneous Deductions From 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 and Texas Pacific Railway Company, The
Norfolk and Western Railway Company
Norfolk Southern Railway Company

Class II

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.
Atlanta and Charlotte Air Line Railway
Company, The
Chattanooga Terminal Railway Company
Citico Realty Company
Elberton Southern Railway Company
15th & K Associates
Georgia Midland Railway Company, The
High Point, Randleman, Asheboro and
Southern Railroad Company
Lake Erie Dock Company
Memphis and Charleston Railway Company
Mobile and Birmingham Railroad Company
North Carolina Midland Railroad Company, The
Rail Investment Company
Richmond-Washington Company
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.
Triple Crown Services, Inc.
Virginia and Southwestern Railway Company
Yadkin Railroad Company

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. NSR-16,688,997 & TCS-500
11. Give the date of such meeting. NSR - May 28, 1991 and TCS October 16, 1991
12. Give the place of such meeting. Norfolk, Virginia for both NSR, and TCS

NOTES AND REMARKS

Principles of Combined Reporting

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Alabama Great Southern Railroad Company, The	Airforce Pipeline, Inc.
Central of Georgia Railroad Company	Atlanta and Charlotte Air Line Railway Company, The
Cincinnati, New Orleans and Texas Pacific Railway Company, The	Chattanooga Terminal Railway Company
Norfolk and Western Railway Company	Citico Realty Company
Norfolk Southern Railway Company	Elberton Southern Railway Company
	15th & K Associates
	Georgia Midland Railway Company, The
	High Point, Randleman, Asheboro and Southern Railroad Company
	Lake Erie Dock Company
	Memphis and Charleston Railway Company
	Mobile and Birmingham Railroad Company
	North Carolina Midland Railroad Company, The
	Rail Investment Company
	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.
	Triple Crown Services, Inc.
	Virginia and Southwestern Railway Company
	Yadkin Railroad Company
<u>Class II</u>	
Georgia Southern and Florida Railway Company	
<u>Class III</u>	
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	

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
Current Assets						
1		701	Cash and Cash Equivalents	44,024	176,290	1
2		702	Temporary Cash Investments	95,496	136,643	2
3		703	Special Deposits		486	3
			Accounts Receivable			
4		704	- Loan and Notes	523	897	4
5		705	- Interline and Other Balances	12,753	16,956	5
6		706	- Customers	241,288	263,866	6
7		707	- Other	40,896	37,853	7
8		709, 708	- Accrued Accounts Receivables	222,605	321,901	8
9		708.5	- Receivables from Affiliated Companies	28,468		9
10		709.5	- Less: Allowance for Uncollectible Accounts	(9,761)	(7,408)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	141,752	110,004	11
12		712	Materials and Supplies	64,695	75,803	12
13		713	Other Current Assets	9,254	13,438	13
14			TOTAL CURRENT ASSETS	891,993	1,146,729	14
Other Assets						
15		715, 716, 717	Special Funds	23,216	17,366	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	212,193	260,378	16
17		722, 723	Other Investments and Advances	185,222	207,049	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) \$20,683 and \$19,893 respectively	214,371	137,523	19
20		739, 741	Other Assets	13,213	8,030	20
21		743	Other Deferred Debits	3,618	6,205	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	651,833	636,551	23
Road and Equipment						
24		731, 732	Road (Schedule 330, L-30 Col. h & b)	6,981,976	6,790,508	24
25		731, 732	Equipment (Schedule 330, L-39 Col. h & b)	4,232,204	4,164,407	25
26		731, 732	Unallocated Items	279,004	268,468	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(3,692,078)	(3,623,560)	27
28			Net Road and Equipment	7,801,106	7,599,823	28
29	*		TOTAL ASSETS	9,344,932	9,383,103	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.
Current Liabilities						
30		751	Loans and Notes Payable	27,200	27,200	30
31		752	Accounts Payable; Interline and Other Balances	2,689	3,926	31
32		753	Audited Accounts and Wages	36,565	36,944	32
33		754	Other Accounts Payable	7,464	3,975	33
34		755, 756	Interest and Dividends Payable	14,098	19,178	34
35		757	Payables to Affiliated Companies	-	67,580	35
36		759	Accrued Accounts Payable	492,851	584,897	36
37		760, 761, 761.5, 762	Taxes Accrued	160,433	177,004	37
38		763	Other Current Liabilities	67,705	103,060	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	87,219	94,136	39
40			TOTAL CURRENT LIABILITIES	896,224	1,117,900	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	154,272	159,553	41
42		766	Equipment Obligations	536,533	505,105	42
43		766.5	Capitalized Lease Obligations	3,553	4,798	43
44		768	Debt in Default	-	-	44
45		769	Accounts Payable; Affiliated Companies	-	-	45
46		770 1, 770.2	Unamortized Debt Premium	(5,060)	(4,082)	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Government Authorities	-	-	48
49		786	Accumulated Deferred Income Tax Credits	2,576,222	2,714,209	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	824,223	502,484	50
51			TOTAL NONCURRENT LIABILITIES	4,089,743	3,882,067	51
Shareholders' Equity						
52		791, 792	Total Capital Stock: (Schedule 230, L-53 & 54)	166,690	166,835	52
53			Common Stock	166,690	166,835	53
54			Preferred Stock	-	-	54
55			Discount on Capital Stock	-	-	55
56		794, 795	Additional Capital (Schedule 230)	513,837	511,588	56
Retained Earnings:						
57		797	Appropriated	17,236	17,236	57
58		798	Unappropriated (Schedule 220)	3,661,202	3,667,477	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60		798.5	Less Treasury Stock	-	-	60
61			Net Stockholders' Equity	4,358,965	4,383,136	61
62			TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	9,344,932	9,383,103	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES

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 NOTE 3, PAGE 9

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

SEE NOTE 3, PAGE 9

\$

(c) Is any part of pension plan funded? Specify Yes ☒ No ☐

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

NOT APPLICABLE

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

CORESTATES BANK, N.A. (CUSTODIAN)

Date of trust agreement or latest amendment

AUGUST 1, 1988 (CUSTODIAL AGREEMENT)

If respondent is affiliated in any way with the trustee(s), explain affiliation:

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

SEE NOTE 3, 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 ☒ No ☐

If yes, give number of the shares for each class of stock or other security: SEE NOTE 3, PAGE 9

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes ☒ No ☐ If yes, who determines how stock is voted? SEE NOTE 3, PAGE 9

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 ☒ No ☐

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ 7.8 million

(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 \$ -0-

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 amounts of the respondent.

Disclose the nature and amount of contingency that is material.

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. (Explain and/or reference to the following pages.)

Norfolk Southern Railway Company and certain subsidiaries are defendants in numerous lawsuits relating principally to railroad operations. Effective from noon October 1, 1991, and continuing through noon on September 1, 1992, NS Rail is a subscriber to basic and supplemental service interruption insurance policies, providing daily indemnities to NS Rail and other railroad subscribers in the event of a strike over certain industry issues. These policies also provide for NS Rail to make payments up to a maximum of \$49.8 million in the event that a participating railroad other than NS Rail experiences a strike covered by the policies.

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 of NS Rail.

NS Rail has received notices from the Environmental Protection Agency (EPA) that certain rail companies are "potentially responsible parties" under the Comprehensive Environmental Response, Compensation and Liability Act and may be required to share in the cost to clean up certain waste disposal sites identified by the EPA. In each notice, and in the aggregate, NS Rail's degree of responsibility, if any, appears not to be material.

(a) Changes in Valuation Accounts

8 Marketable Equity Securities. Sec Note 8.

		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 or _____ (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 TO FINANCIAL STATEMENTS****3. Pension Plans and Other Postretirement Benefits**

NS Rail's defined benefit pension plans, which principally cover salaried employees, were merged into NS' retirement plans on June 1, 1982. Pension benefits are based primarily on years of service with NS and its participating subsidiary companies and compensation rates near retirement. Contributions to the plans 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. Assets in the plans consist mainly of common stocks. The following data relate principally to NS Rail's portion of the combined NS plans, since no separate NS Rail data are available.

A summary of the pension cost (credit) components follows:

	<u>1991</u>	<u>1990</u>
	(In millions of dollars)	
Service cost-benefits earned during the year	\$ 9.8	\$ 9.3
Interest cost on projected benefit obligation	57.5	52.5
Actual return on assets in plans	(208.7)	(1.1)
Net amortization and deferral	<u>138.8</u>	<u>(66.0)</u>
Net pension credit	<u>\$ (2.6)</u>	<u>\$ (5.3)</u>

Pension cost is determined based on an actuarial valuation which reflects appropriate assumptions as of the beginning of each year. The funded status of the plans is determined using appropriate assumptions as of each year end. A summary of the major assumptions follows:

	<u>1991</u>	<u>1990</u>
Discount rate for determining Pension cost	8.5%	8.5%
Benefit obligations	8%	8.5%
Future salary increases	6%	6%
Return on plan assets	9%	9%

The funded status of the plans and the amounts reflected in the consolidated balance sheets were as follows:

	<u>December 31,</u>	
	<u>1991</u>	<u>1990</u>
	(In millions of dollars)	
Actuarial present value of benefit obligations:		
Vested benefits	\$ 665.4	\$ 621.6
Nonvested benefits	<u>0.3</u>	<u>0.3</u>
Accumulated benefit obligation	665.7	621.9
Effect of anticipated future salary increases	<u>84.4</u>	<u>82.5</u>
Projected benefit obligation	750.1	704.4
Fair value of assets in plans	<u>896.3</u>	<u>761.5</u>
Funded status	146.2	57.1
Unrecognized initial net asset	(68.5)	(76.3)
Unrecognized gain	(142.8)	(38.2)
Unrecognized prior service cost	<u>11.5</u>	<u>12.8</u>
Net pension liability included in the balance sheets	<u>\$ (53.6)</u>	<u>\$ (44.6)</u>

In addition to providing pension benefits, NS Rail provides health care and life insurance benefits for certain retired employees. The cost of providing these benefits is recognized principally by expensing actual payments, which were \$18.5 million, \$16.8 million and \$14.5 million in 1991, 1990 and 1989, respectively (see Note 14, "New Accounting Standards"). During 1991, the NS Retirement Plan was amended to establish a Section 401(h) account for the purpose of transferring a portion of pension plan assets in excess of the

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

NOTES TO FINANCIAL STATEMENTS

3. Pension Plans and Other Postretirement Benefits (continued)

projected actuarial liability to fund current-year retirees' medical payments. On December 30, 1991, \$14.5 million was transferred from this account to reimburse NS for such payments. In 1991, NS contributed \$14.5 million to a Voluntary Employee Beneficiary Association account to fund future medical costs for retirees.

(e)(i) Par value of pension plan investments in securities of the respondent or affiliates:

	December 31,	
	1991	1990
	(In thousands of dollars)	
Norfolk & Western Railway 1st Consol. Mtge. Bonds, 4%, 10/1/96	\$ 193	\$ 193
Virginian Railway Subordinated Income Debentures, 6%, 08/01/08	96	96
Wabash Railroad General Mtge. Income Bonds, Series B, 4-1/4%, 01/01/91	—	753
Trailer Train Company, 6-1/2% Note, 04/17/97	308	308
	<u>\$ 597</u>	<u>\$ 1,350</u>

(e)(ii) The Chairman of the Board of Managers is authorized 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.

8. Marketable Equity Securities and Realized Gains on Investment Sales

	December 31,	
	1991	1990
	(In millions of dollars)	
Marketable equity securities, carried at lower of cost or market	\$ 20.6	\$ 20.6

At December 31, 1991 and 1990, the market value of marketable equity securities which consist principally of 7,252,634 shares of NS common stock, was \$431.0 million and \$303.2 million, respectively.

During 1990 and concluding in fourth quarter 1991, NS Rail sold its investment in securities of RF&P Corporation, realizing an after-tax gain of \$21.8 million and \$9.1 million, respectively. This investment was not a marketable equity security as defined under Generally Accepted Accounting Principles.

9. Special Charge

Included in fourth quarter 1991 results is a \$483 million special charge for labor force reductions and asset write-downs. The special charge reduced net income by \$303 million. The principal components of the special charge are as follows:

Labor

Significant new labor agreements were reached late in 1991 following a Presidential Emergency Board's recommendations that railroads be permitted to modify long-standing unproductive work rules. The principal feature of the new agreements concerns a change in crew consist (the required number of crew members on a train) from four to two members to be implemented over a five-year period across most of NS Rail's system. Surplus employees whose positions are eliminated as a result of the restructured crew size are entitled to protective pay and may be offered voluntary separation incentives. In late 1991, over 600 employees separated in response to such offers. Related to crew-consist changes, separate agreements were reached concerning a buy out of certain productivity funds (payments to train service employees whenever

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-Concluded**NOTES TO FINANCIAL STATEMENTS****9. Special Charge (continued)**

a train operates with a reduced crew). Employees participating in productivity funds electing to be bought out received an initial payment of \$20,000 and will receive \$40,000 upon termination of employment. The labor portion of the special charge amounts to \$450 million and represents the estimated cost of achieving the productivity gains provided by these new agreements.

Property

The property portion of the special charge, which amounts to \$33 million, represents provision for marginally productive railroad property scheduled for sale or abandonment.

The accounting and reporting for the NS Rail special charge was approved by the ICC in a letter of February 20, 1992, from William F. Moss, III, Chief-Section of Audit and Accounting. The components impacted Railway Operating Expenses, Schedule 410, as follows:

	<u>In thousands of dollars</u>	<u>Form R-1, Schedule 410</u>
Labor	\$ 450,223	General & Administrative - General Line 618, column (e)
Property	29,732	Way & Structure - Depreciation Line 136, column (e)
	480	Line 137, column (e)
	2,606	Line 138, column (e)
Total special charge	<u>\$ 483,041</u>	

The special charge impacted Schedule 210, Results of Operations and Net Railway Operating Income (NROI) as follows:

	<u>Increase (decrease) In thousands of dollars</u>	<u>Form R-1, Schedule 210</u>
Railway operating expenses	\$ 483,041	Line 14
Net revenue from railway operations	(483,041)	Line 15
Total income	(483,041)	Line 28
Income available for fixed charges	(483,041)	Line 37
Income after fixed charges	(483,041)	Line 43
Income from continuing operations (before taxes)	(483,041)	Line 46
Federal income taxes	(34,893)	Line 47
State income taxes	(5,401)	Line 48
Provision for deferred taxes	(139,982)	Line 50
Total provisions for income taxes	(180,276)	Line 51
Income from continuing operations	(302,765)	Line 52
Income before extraordinary items	(302,765)	Line 55
Net income	(302,765)	Line 61
Net revenues from railway operation	(483,041)	Line 62
Income taxes on ordinary income	40,294	Line 63
Provision for deferred income taxes	139,982	Line 64
Net railway operating income	(302,765)	Line 67

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

9 Special Charge (continued)

The special charge impacted Schedule 200, Comparative Statement of Financial Position, as follows:

	Increase (decrease) In thousands of dollars	Form R-1, Schedule 200
Cash and cash equivalents	\$ (108,029)	Line 1
Deferred income tax debits	19,040	Line 11
Total current assets	(88,989)	Line 14
Accumulated depreciation	(32,818)	Line 27
Net road and equipment	(32,818)	Line 28
Total assets	(121,807)	Line 29
Accrued accounts payable	56,000	Line 36
Taxes accrued	(40,294)	Line 37
Total current liabilities	15,706	Line 40
Accumulated deferred income tax credits	(120,942)	Line 49
Other long-term liabilities	286,194	Line 50
Total noncurrent liabilities	165,252	Line 51
Unappropriated retained earnings	(302,765)	Line 58
Net stockholders' equity	(302,765)	Line 61
Total liabilities and shareholders' equity	(121,807)	Line 62

10. Related Parties

General

NS is the parent holding company of NS Rail. The cost of functions performed by NS are allocated to its rail operating subsidiaries. Rail operations are coordinated at the holding company level by the NS Executive Vice President-Operations.

Assets Acquired

During 1991, NS Rail acquired \$66.6 million of assets from a real estate partnership in which an NS Rail subsidiary owns an equity interest. Of this transaction, \$10.6 million was noncash and relates to amounts which previously had been classified in Investments and advances. The year 1990 includes a \$27.2 million noncash item which was an assumption of notes in connection with the acquisition of a coal terminal facility.

Noncash Dividends

On December 21, 1990, NS Rail declared and on December 28, 1990, issued to NS a noncash dividend of \$800 million which was settled by reduction of NS Rail's advances due from NS. This dividend represented, principally, forgiveness of advances made in connection with the NS share purchase programs.

All noncash transactions are excluded from the Statements of Cash Flows.

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

NOTES TO FINANCIAL STATEMENTS

10. Related Parties (continued)

Intercompany Accounts

Intercompany billings are made for all significant expenses incurred on behalf of each railroad in the NS Rail system. Settlement of intercompany balances is made periodically. Interest is applied to significant unsettled balances at the average NS yield on short-term investments.

The net balances arising from these transactions were as follows:

	December 31.	
	1991	1990
	(In millions of dollars)	
Short-term advances:		
Due from (to) NS	\$ 28.5	\$ (67.6)
Long-term advances:		
Due from NS	\$ 161.4	\$ 161.4

Cash Required for NS Share Purchase Program and NS Debt

Since 1987, the NS Board of Directors has authorized the purchase and retirement of up to 65 million shares of NS common stock. The purchase of up to 20 million shares was authorized in November 1987. Upon completion of that program in fourth quarter 1989, the purchase of up to an additional 45 million shares was authorized. Purchases under the programs were initially made with internally generated cash. Beginning in May 1990, purchases have been financed with proceeds from an NS commercial paper program which was initiated principally to finance these stock purchases. As of December 31, 1991, NS had recorded \$641.8 million of notes under this program. In March 1991, \$250.0 million of long-term notes were issued by NS in part to repay a portion of the commercial paper notes, as well as to fund additional share purchases.

In November 1991, NS announced it was considering suspending the share purchase program. This was primarily related to issues surrounding the special charge (see Note 9 on page 10). On January 29, 1992, NS announced that it would continue the program but at a slower pace. The original schedule, which called for completion of the 45 million share program in 1992, will be lengthened with actual purchases depending on market conditions, the economy, cash needed to separate surplus employees and alternative investment opportunities. Since the first purchases in December 1987 and through December 31, 1991, NS has purchased and retired 48,498,200 shares of its common stock under these programs at a cost of \$1.86 billion.

Consistent with the earlier cash purchases, a significant portion of the funding for future NS stock purchases, either in the form of direct cash or cash used for debt service, will come from NS Rail through intercompany advances or dividends to NS. Cash required to service NS debt issued to fund labor costs related to the special charge also will come principally from NS Rail. Included in interest income is \$8.8 million, \$70.7 million and \$65.2 million in 1991, 1990 and 1989, respectively, related to amounts due from NS.

Transfer of Investment from NS

In August 1991, NS transferred its \$15.2 million equity interest in a railroad equipment leasing subsidiary to Norfolk Southern Railway Company. In July 1990, NS transferred its \$11.5 million equity interest in a development partnership to Norfolk Southern Railway Company. Both transfers were recorded at historical cost and were reflected as contributions to capital.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS****11. Business Organization and Structure**

Norfolk Southern Railway Company is the new corporate name of the entity heretofore known as "Southern Railway Company." Effective December 31, 1990, Norfolk Southern Corporation (NS) transferred all the common stock it owned in NW to Norfolk Southern Railway Company. As a result, at year end 1990, NW became a wholly owned subsidiary of Norfolk Southern Railway Company, and NS owned all the common stock of Norfolk Southern Railway Company. This transfer was recorded as a contribution to capital. This restructuring of entities under common control was accounted for at historical cost in a manner similar to the pooling of interests method. The principal impact on financial information is in the configuration of shareholders' equity, as NW has previously been included as part of NS Rail.

12. In late 1989, NS Rail completed depreciation studies of both road property and equipment. While the results had little impact in that year, changes in estimates and certain other refinements in methodology have resulted in moderately higher annual depreciation charges beginning in 1990.

13. Freight Rates and Regulated Traffic

In 1989, the ICC adjusted the method of calculating the Railroad Cost Adjustment Factor cost index which forms the basis for its statutorily directed cost recovery rate increase procedures. The adjustment requires the full amount of past industry productivity gains to be deducted in calculating the index. The lower progression of this index reduced cost recovery on rates to which the index applies. As a result, in mid-year 1990, NS Rail discontinued use of this index to adjust most tariff rates and moved to other more representative indices to reflect cost-related adjustments in contracts with shippers. This action effectively left tariff rates (except those applying to coal, coke and iron ore) unaffected by cost-related increases or reductions approved by the ICC. Since the passage of the Staggers Rail Act of 1980 which, among other things, gave railroads the freedom to price their service under private contracts, NS Rail has increasingly relied on this pricing mechanism. Contracts account for a significant portion of the NS Rail traffic base, covering commodities such as coal, chemicals, motor vehicles and grain.

Separately, in 1989 and 1990 the ICC found NS Rail "revenue adequate" based on results for each of the years 1988 and 1989. This means NS Rail achieved a return on net investment exceeding the rail industry's cost of capital. Railroads that are "revenue adequate" lose their ability to raise certain regulated rates without challenge. However, with NS Rail moving toward contracts and other market based pricing systems, this determination has had a very limited impact. In 1991, the ICC found NS Rail to be "revenue inadequate" based on results for the year 1990.

14. New Accounting Standards

In December 1990, the Financial Accounting Standards Board (FASB) issued a new standard, "Employer's Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106). This standard deals principally with employers' recognition of retiree medical and life insurance benefit costs and obligations (see Note 3 on page 9) and becomes effective in 1993, although earlier adoption is permitted. NS Rail is currently studying the effects adoption will have on the financial statements and anticipates that, in the year of adoption, the adjustments required will be recorded as a cumulative adjustment, including immediate recognition of the full transition obligation, which will reduce pretax income and establish an obligation by an amount in the range of \$265—\$340 million, depending on plan provisions at the time of adoption and final assumptions with respect to inflation in medical costs.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS****14. New Accounting Standards (continued)**

In February 1992, the FASB issued a new standard, "Accounting for Income Taxes" (SFAS 109). This supersedes a previous standard which many companies, including NS Rail, never implemented due to numerous unresolved issues and postponements of the effective date. NS Rail expects to adopt SFAS 109 in 1993, thus changing the method of accounting for deferred income taxes from the deferred method to the asset and liability method, which will shift emphasis from the income statement to the balance sheet. Under the deferred method, book income tax expense is matched with pretax accounting income by providing deferred taxes at current tax rates. The asset and liability method will value deferred taxes for the temporary differences between the financial reporting basis and the tax basis of the company's assets and liabilities at currently enacted tax rates. At the time of adoption, in 1993, it is expected that a cumulative adjustment will be recorded, significantly increasing income and reducing the deferred tax liability, provided current statutory tax rates remain unchanged. While NS Rail cannot estimate an amount of cumulative adjustment, such amount is expected to be in excess of the SFAS 106 charge.

15. Balance Sheet Classification

The 1991 balance sheet classification of certain revenue-related balances appears on an actual (net) basis rather than an estimated (gross) basis due to the earlier availability of certain settlement data with other railroads. This modification, which had no effect on railway operating revenues, resulted in large offsetting declines in accrued accounts receivable and accrued accounts payable.

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 18.

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 (b)

= Line 63, column (b)

= Line 64, column (b)

Schedule 410

= Line 620, column (h)

= Line 620, column (f)

= Line 620, column (g)

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenue & expenses	Passenger-related revenue & expenses	Line No.
		(a)	(b)	(c)	(d)	(e)	
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	3,530,134	3,663,222	3,530,134		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-Related	-	-	-		3
4		(104) Switching	59,826	61,569	59,826		4
5		(105) Water Transfers	-	-	-		5
6		(106) Demurrage	25,726	26,794	25,726		6
7		(110) Incidental	38,275	34,414	38,275		7
8		(121) Joint Facility-Credit (Debit)	(6)	(5)	(6)		8
9		(122) Joint Facility-Debit (Credit)	(16)	7	(16)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,653,971	3,785,987	3,653,971		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	-	-	-		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-	-	-		12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	3,653,971	3,785,987	3,653,971		13
14		(531) Railway operating expenses	3,345,470	2,969,395	3,345,470		14
15		Net revenue from railway operations	308,501	816,592	308,501		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	4,633	4,479			16
17		(510) Miscellaneous rent income	17,025	16,924			17
18		(512) Separately operated properties-Profit	-	-			18
19		(513) Dividend Income (cost method)	13,051	14,386			19
20		(514) Interest Income	34,004	107,635			20
21		(516) Income from sinking and other funds	1,461	1,770			21
22		(517) Release of premiums on funded debt	11	12			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	71,421	85,724			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	-	-			25
26		b. Equity in undistributed earnings (losses)	2,703	865			26
27		TOTAL OTHER INCOME (lines 16-26)	144,309	231,795			27
28		TOTAL INCOME (lines 15, 27)	452,810	1,048,387			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	12,701	9,534			29
30		(544) Miscellaneous taxes	-	-			30
31		(545) Separately operated properties-Loss	-	-			31
32		(549) Maintenance of investment organization	-	-			32
33		(550) Income transferred under contracts and agreements	-	-			33
34		(551) Miscellaneous income charges	13,457	11,778			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	26,158	21,312			36
37		Income available for fixed charges (lines 28, 36)	426,652	1,027,075			37

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.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	51,525	56,381	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	50,667	39,815	40
41		(548) Amortization of discount on funded debt	492	425	41
42		TOTAL FIXED CHARGES (lines 38-41)	102,684	96,621	42
43		Income after fixed charges (lines 37, 42)	323,968	930,454	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	386	405	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	323,582	930,049	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	234,724	271,669	47
48	*	(b) State income taxes	30,496	37,163	48
49	*	(c) Other income taxes	-	-	49
50	*	(557) Provision for deferred taxes	(165,161)	19,529	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	100,059	328,361	51
52		Income from continuing operations (lines 46+51)	223,523	601,688	52
DISCONTINUED OPERATIONS					
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 52+53+54)	223,523	601,688	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes-Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)	-	-	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)	-	-	60
61	*	Net income (Loss) (lines 55+59+60)	223,523	601,688	61
Reconciliation of net railway operating income(NROI)					
62		Net revenues from railway operation	308,501	816,592	62
63	*	(556) Income taxes on ordinary income (-)	(265,220)	(308,832)	63
64	*	(557) Provision for deferred income taxes (-)	165,161	(19,529)	64
65		Income from lease of road and equipment (-)	-	-	65
66		Rent for leased roads and equipment (+)	14,135	14,320	66
67		Net railway operating income (loss)	222,577	502,551	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 Account 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 column (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	3,687,477		1
2	(601.5)	Prior period adjustments to beginning retained earnings	-		2
		CREDITS			
3	(602)	Credit balance transferred from income	223,523		3
4	(603)	Appropriations released	-		4
5	(606)	Other credits to retained earnings	-		5
6		TOTAL	223,523		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	249,798		11
12		Preferred stock (1)	-		12
13		TOTAL	249,798		13
14		Net increase (decrease) during year (line 6 minus line 13)	(26,275)		14
15		Balances at close of year (lines 1, 2 & 14)	3,661,202		15
16		Balances from line 15 (c)		N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,661,202	N/A	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
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ None			23
		Account 616 \$ None			

(1) If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year.

*Line 11 Dividends

Cash	249,798	Schedule 240, line 34
Non-cash	-	Note 10, page 12
	249,798	

N/A - See Note on Schedule 310A, page 30.

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 Southern Railway Company	None	50,000,000	16,666,997		16,666,997	\$166,690		2
3	Triple Crown Services, Inc.	None	500	500		500			3
4									4
5									5
6									6
7	Preferred:								7
8	Southern cumulative preferred stock is considered								8
9	"minority interest" for purposes of this report.								9
10	TOTAL	N/A	50,000,500	16,669,497		16,669,497	\$166,690		10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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), (c) 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				\$166,835			\$511,568	11
12	Capital Stock Sold (1)								12
13	Capital Stock Reacquired				(145)			2,249	13
14	Capital Stock Canceled								14
15									15
16									16
17	Balance at close of year				\$166,690			\$513,837	17

(1) By footnote on page 17 state the purpose of the issue and authority.

240. STATEMENT OF CASH FLOWS

(Dollars in Thousands)

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers as cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for revenue and expense items that were not the result of operating cash transactions in the current period to reconcile it to net cash from operating activities. If direct method is used complete lines 1-41; indirect method complete lines 10-41. Cash for the purpose of this schedule shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to known amounts of cash and so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Information about all investing and financing activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and noncash aspects of transactions. Examples of noncash investing and transactions include converting debt to equity acquiring assets by assuming directly related liabilities, such as purchasing a building by incurring a mortgage to the seller; obtaining an asset by entering into a capital lease; and exchanging noncash assets or liabilities for other noncash assets or liabilities. Some transactions are part cash and part noncash; only the cash portion shall be reported directly in the statement of cash flows. Refer to FAS Statement No. 95, Statement of Cash Flows, for further details.

CASH FLOWS FROM OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
1		Cash received from operating revenues			1
2		Dividends received from affiliates			2
3		Interest received			3
4		Other income			4
5		Cash paid for operating expenses			5
6		Interest paid (net of amounts capitalized)			6
7		Income taxes paid			7
8		Other-net			8
9		NET CASH PROVIDED BY OPERATING ACTIVITIES (Lines 1-8)			9

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	223,523	601,688	10

ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(22,860)	(44,015)	11
12		Depreciation and amortization expenses	358,908	319,512	12
13		Increase (decrease) in provision for deferred income taxes	(165,161)	19,529	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(2,703)	(865)	14
15		Decrease (increase) in accounts receivable	125,761	66,957	15
16		Decrease (increase) in materials and supplies, and other current assets	(15,970)	(27,424)	16
17		Increase (decrease) in current liabilities other than debt	(137,179)	(2,940)	17
18		Increase (decrease) in other-net	344,662	74,013	18
19		Net cash provided from continuing operations (Lines 10-18)	708,981	1,006,455	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	-	-	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 & 20)	708,981	1,006,455	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	41,847	87,059	22
23		Capital expenditures	(654,522)	(574,889)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	41,147	128,538	24
25		Proceeds from sale/repayment of investment and advances	113,023	54,993	25
26		Purchase price of long-term investment and advances	(55,084)	(66,373)	26
27		Net decrease (increase) in sinking and other special funds	(5,850)	11,740	27
28		Other-net	(96,048)	(266,060)	28
29		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(615,487)	(624,992)	29

(Continued on next page)

240. STATEMENT OF CASH FLOWS (Concluded)
(Dollars in Thousands)

CASH FLOWS FROM FINANCING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
30		Proceeds from issuance of long-term debt	123,759	34,950	30
31		Principal payments of long-term debt	(99,721)	(99,637)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(249,798)	(259,886)	34
35		Other-net	-	-	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(225,760)	(324,573)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	(132,266)	56,890	37
38		Cash and cash equivalents at beginning of the year	176,290	119,400	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	44,024	176,290	39
		Footnotes to Schedule 240			
		Cash paid during the year for			
40		Interest (net of amount capitalized)*	76,507	65,843	40
41		Income taxes (net)*	261,019	266,701	41

*Only applies if indirect method is adopted.

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 9, 10, 20 and 21, to the nearest whole number.

Line No	Item	Source No.	Amount	Line No.
	(a)		(b)	
	CURRENT OPERATING ASSETS			
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	12,753	1
2	Customers (706)	Schedule 200, line 6, column b	241,288	2
3	Other (707)	Note A	40,896	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	294,937	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,653,971	5
6	Rent Income	Note B	146,091	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,800,062	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	10,556	8
9	Current Operating Assets	Line 4 ÷ line 8	28	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	43	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	2,689	11
12	Audited Accounts and Wages Payable (753)	Note A	36,565	12
13	Accounts Payable-Other (754)	Note A	7,464	13
14	Other Taxes Accrued (761.5)	Note A	95,995	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	142,713	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,345,470	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	357,882	17
18	Cash Related Operating Expenses	Line 16 ÷ line 6 - line 17	3,133,679	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	8,705	19
20	Operating Liabilities	Line 15 ÷ line 19	16	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	27	21
22	Cash Working Capital Required	Line 21 x line 19	235,035	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	139,520	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	139,520	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	64,695	25
26	Scrap and Obsolete Material included in Acct. 712	Note A		26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	64,695	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	204,215	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, 122, 123, 127, 128, 129, 133, 134, , 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.

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 be used to conserve space.

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	Belt Railway Company of Chicago (1)	8.33	1
2				Chicago and Western Indiana		2
3				Kansas City Terminal Rwy. (2)	8.33	3
4				Peoria and Pekin Union Rwy. (3)	15.00	4
5				Winston-Salem Southbound Rwy. Co. (4)	50.00	5
6				Terminal Railroad Association of St. Louis (5)	12.50	6
7				Trailer-Train Co. (6)	6.80	7
8				Algers Winslow & Western Rwy. Co. (7)	50.00	8
9				Augusta & Summerville RR Co. (8)	50.00	9
10				Central Transfer Rwy. and Storage Co. (9)	50.00	10
11				North Charleston Terminal Co. (10)	33.33	11
12				Woodstock & Blockton Ry. (11)	50.00	12
13				Chatham Terminal Co. (12)	50.00	13
14				Beaver Street Tower Co. (13)	25.00	14
15				Iowa Transfer Ry Co.		15
16						16
17				Total A-1		17
18						18
19						19
20		A-3	VI	Green Real Estate Co. (14)	33.33	20
21			VII	Richmond-Washington Co. (15)		21
22			X	Norfolk Southern Corp.		22
23				Total A-3		23
24						24
25		D-1	VII	Trailer Train Co. - Notes 6 1/2%		25
26				Trailer Train Co. - Notes 7 1/2%		26
27				Total D-1		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38

(1) Controlled jointly-other RRs own 91.67%

(2) Controlled jointly-other RRs own 91.67%

(3) Controlled jointly-other RRs own 85%

(4) CSX Transp., Inc. owns 50%

(5) Controlled jointly-other RRs own 87.50%

(5) Controlled jointly-other RRs own 93.20%

(7) Zeigler Coal Co. owns 50%

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

6. If any of the companies 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	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	3,099			3,099		20		1
2	1,000		1,000	-				2
3	.			.				3
4	157			157				4
5	623			623				5
6	330			330				6
7	309			309				7
8	85			85				8
9	28			28				9
10	19			19				10
11	35			35				11
12	120			120				12
13	19			19				13
14	.			.				14
15	16			16				15
16								16
17	5,840		1,000	4,840		20		17
18								18
19								19
20	240			240		226		20
21	445		445	-			240	21
22	20,566			20,566			11,604	22
23	21,251		445	20,806		226	11,844	23
24								24
25	1,478			1,478			96	25
26	1,786			1,786			134	26
27	3,264			3,264			230	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36			* Carrying value is zero					36
37								37
38								38

(8) CSX Transp., Inc. owns 50%

(9) CSX Transp., Inc. owns 50%

(10) CSX Transp., Inc. owns 66.67%

(11) CSX Transp., Inc. owns 50%

(12) CSX Transp., Inc. owns 50%

(13) CSX Transp., Inc. owns 50% and FEC owns 25%

(14) Conrail owns 33.3% and CSX Transp., Inc. owns 33.3%

(15) During 1991, ownership in Richmond-Washington Co. was increased to 100% and the company is now accounted for in the "Combined" reporting.

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				Chicago and Western Indiana RR		2
3				Kansas City Terminal Rwy.		3
4				Terminal Railroad Association of St. Louis		4
5				Central Transfer Ry. & Storage Co.		5
6				North Charleston Terminal Co.		6
7				Chatham Terminal Co.		7
8				Beaver St. Tower Co.		8
9				Woodstock & Blocton Ry.		9
10				Total E-1		10
11						11
12						12
13		E-3	X	Pocahontas Land Corp.		13
14			X	Pocahontas Dev. Corp.		14
15			X	Norfolk Southern Corporation		15
16				Total E-3		16
17						17
18		**	VI	Bogle Eisenhower LTD	(a) 50.00	18
19			VI	700 North Fairfax Street Limited Partnership	(b) 45.00	19
20			VI	1575 Eye Street Associates	(c) 62.00	20
21			VI	Northmont Ltd. Partnership	(d) 50.00	21
22			VI	2150 Northmont Parkway Limited Partnership	(e) 50.00	22
23			VI	CK-Southern Associates	(f) 50.00	23
24			VI	CK-Southern Associates No. 2	(g) 50.00	24
25			VI	CNS Limited Partnership	(h) 77.00	25
26				Total		26
27						27
28						28
29				Total 721		29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

** Investment in and/or advances to partnerships

(a) Bogle Development, Inc. 50%

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

(c) The American Society of Assoc. Executives, 33%; O.T. Carr, Jr., 2%; The Oliver T. Carr Company, 1%, and Martha A. Carr, 2%

(d) CK Northmont Ltd., 50%

(e) CK Northmont Ltd., 50%

(f) CK-Childress-Klein #12, 50%

(g) CK Charlotte Hotel Ltd., 50%

(h) OTC Group, 23%

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

Line No.	Opening balance	Investments and advances			Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
		Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	214			214				1
2	1,852		1,852	-				2
3	3,215			3,215				3
4	1,741		43	1,698				4
5	25			25				5
6	45			45				6
7	5			5				7
8	5			5				8
9	10			10				9
10	7,112		1,895	5,217				10
11								11
12								12
13	39,000	3,397	7,397	35,000				13
14	17,000		17,000	-				14
15	161,378			161,378			8,797	15
16	217,378	3,397	24,397	196,378			8,797	16
17								17
18	-			-				18
19	*			*				19
20	-	691	8,243	(7,552)				20
21	1,180		1,234	(54)				21
22	-	79	79	-				22
23	(16,535)		2,952	(19,487)				23
24	2,221		3,208	(987)				24
25	11,752		10,597	1,155				25
26	(1,382)	770	26,313	(26,925)				26
27								27
28								28
29	253,463	4,167	54,050	203,580		246	20,883	29
30								30
31								31
32								32
33				(246)	721.5 Total			33
34				8,859	Sch. 310A Total			34
35				212,193				35
36								36
37								37
38								38
39								39
40								40

* Carrying value is zero

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 (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							1
2	Winston-Salem Southbound Rwy.	5,668		1,910			7,578	2
3	Augusta and Summerville	56					56	3
4	Central Transfer and Storage Co.	6	(1)	1			6	4
5	Algiers Winslow and Western	1,429	(998)	780			1,211	5
6	Woodslock and Blocton	2	(6)	12			8	6
7	Total Carriers	7,161	(1,005)	2,703			8,859	7
8								8
9								9
10								10
11								11
12								12
Noncarrier: (List specifics for each company)								
13	NOTE:							13
14	Respondent maintains equity accounting for affiliates by recording transactions into the books of accounts. Therefore, a separate retained earnings memorandum account for the financial reporting of the equity portion is not maintained.							14
15								15
16								16
17								17
18	Dividends received are accounted (in column (c)) as a reduction in the investment carrying value.							18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26

NOTES AND REMARKS

SCHEDULE 335

The special charge discussed in Note 9, page 10, provides in the accumulated depreciation reserve, amounts for property assets to be carried at net realizable values. These amounts are reflected as a charge to depreciation expense and a credit to the reserve is included in Schedule 335, column (d)

Column (D) Other Credits

32,818 Special Charge
 112,815 Transfer of Reserve Deficiency from Road to Equipment (Column f)
 115,556 Transfer of Reserve Excess from Equipment to Road in conformance with December 1989
 Depreciation Study (column f)
275 Other
261,464

Column (f) Other Debits

112,815 Transfer of Reserve Deficiency from Road to Equipment (column d)
 115,556 Transfer of Reserve Excess from Equipment to Road (column d)
 (28,377) Leased Road Reserve Transferred
25,353 Other
225,347

RECONCILIATION OF DEPRECIATION EXPENSERoad (Column (c))

195,909 Schedule 410
 2,585 Shop Machinery
(32,818) Special Charge in Column (d)
165,676

153,888 Line 30 Schedule 335
11,788 Line 39 Schedule 342
165,676

Equipment (Column (c))

161,973
 (2,585)
(46) Miscellaneous

159,342 Line 40

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT
(Dollars in Thousands)

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc (d)	Line No.
1		(2) Land for transportation purposes	131,832			1
2		(3) Grading	457,239			2
3		(4) Other, right-of-way expenditures	5,313			3
4		(5) Tunnels and subways	42,109			4
5		(6) Bridges, trestles, and culverts	480,508			5
6		(7) Elevated structures	1			6
7		(8) Ties	1,288,795			7
8		(9) Rail and other track material	2,338,408			8
9		(11) Ballast	573,811			9
10		(13) Fences, snow sheds, and signs	6,825			10
11		(16) Station and office buildings	187,707			11
12		(17) Roadway buildings	28,960			12
13		(18) Water stations	1,867			13
14		(19) Fuel stations	12,163			14
15		(20) Shops and enginehouses	158,582			15
16		(22) Storage warehouses	220			16
17		(23) Wharves and docks	4,294			17
18		(24) Coal and ore wharves	90,340			18
19		(25) TOFC/COFC terminals	53,878			19
20		(26) Communication systems	191,137			20
21		(27) Signals and interlocker	344,992			21
22		(29) Power plants	3,689			22
23		(31) Power-transmission systems	16,596			23
24		(35) Miscellaneous structures	8,810			24
25		(37) Roadway machines	160,848			25
26		(39) Public improvements-Construction	112,330			26
27		(44) Shop machinery*	76,025			27
28		(45) Power-plant machinery	13,429			28
29		Other (specify and explain)	0			29
30		TOTAL EXPENDITURES FOR ROAD	6,790,508			30
31		(52) Locomotives	1,223,238			31
32		(53) Freight-train cars	2,538,988			32
33		(54) Passenger-train cars	942			33
34		(55) Highway revenue equipment	98,138			34
35		(56) Floating equipment	3,660			35
36		(57) Work equipment	104,175			36
37		(58) Miscellaneous equipment	115,882			37
38		(59) Computer systems and word processing equipment	79,384			38
39		TOTAL EQUIPMENT	4,164,407			39
40		(76) Interest during construction	31,962			40
41		(80) Other elements of investment	399			41
42		(90) Construction in progress	236,107			42
43		GRAND TOTAL	11,223,383			43

NOTE: Beginning balances for individual equipment accounts (col. b) do not agree with ending 1990 balances. Reclassifications were made to amounts previously shown in Construction in Progress which should have been transferred to other accounts. Grand total did not change.

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT-Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions 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		(659)	(2,478)	1,819	133,651	1
2		3,512	6,478	(2,966)	454,273	2
3		4	1	3	5,316	3
4		1	1	0	42,109	4
5		23,522	8,818	14,704	495,212	5
6		0		0	1	6
7		85,722	23,885	61,837	1,350,632	7
8		122,003	95,280	26,723	2,365,131	8
9		36,295	15,434	20,861	594,472	9
10		2	63	(61)	6,764	10
11		14,594	3,243	11,351	199,058	11
12		382	204	178	29,138	12
13		58	13	45	1,912	13
14		370	361	9	12,172	14
15		2,154	1,497	657	159,239	15
16		0		0	220	16
17		40	101	(61)	4,233	17
18		1,343	403	940	91,280	18
19		3,814	24	3,790	57,668	19
20		14,098	4,056	10,042	201,179	20
21		18,884	6,488	12,396	357,388	21
22		43	131	(88)	3,601	22
23		377	453	(76)	16,520	23
24		360	338	22	8,832	24
25		23,793	11,333	12,460	173,308	25
26		16,136	2,513	13,623	125,953	26
27		5,109	1,632	3,477	79,502	27
28		0	217	(217)	13,212	28
29		0	0	0	0	29
30		371,957	180,489	191,468	6,981,976	30
31		70,299	43,113	27,186	1,250,424	31
32		95,114	81,060	14,054	2,553,042	32
33		0	0	0	942	33
34		11,372	2,701	8,671	106,809	34
35		0	0	0	3,660	35
36		1,940	1,547	393	104,568	36
37		20,025	10,685	9,340	125,222	37
38		12,710	4,557	8,153	87,537	38
39		211,460	143,663	67,797	4,232,204	39
40			156	(156)	31,806	40
41					399	41
42		21,433	10,741	10,692	246,799	42
43		604,850	335,049	269,801	11,493,184	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 (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December, in columns (d) 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 other 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		Balance at close of year (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	398,079	399,419	00.96				1
2		(4) Other, right-of-way expenditures	3,853	3,879	01.02				2
3		(5) Tunnels and subways	42,123	42,123	00.80				3
4		(6) Bridges, trestles, and culverts	447,607	460,967	01.22				4
5		(7) Elevated structures							5
6		(8) Ties	1,122,238	1,175,319	03.99				6
7		(9) Rail and other track material	2,101,876	2,112,999	02.43				7
8		(11) Ballast	513,376	529,783	02.33				8
9		(13) Fences, snow sheds, and signs	6,505	6,505	01.00				9
10		(16) Station and office buildings	179,643	189,187	02.73	NOT APPLICABLE			10
11		(17) Roadway buildings	26,738	27,096	03.09				11
12		(18) Water stations	1,930	58	02.86	5% RULE			12
13		(19) Fuel stations	12,120	12,263	03.77				13
14		(20) Shops and enginehouses	156,908	158,350	02.11				14
15		(22) Storage warehouses	851	851	02.50				15
16		(23) Wharves and docks	4,274	4,213	01.54				16
17		(24) Coal and ore wharves	90,340	91,271	01.27				17
18		(25) TOFC/COFC terminals	49,228	51,904	03.34				18
19		(26) Communication systems	190,177	200,298	05.35				19
20		(27) Signals and interlocker	332,400	346,221	01.95				20
21		(29) Power plants	3,620	3,650	03.33				21
22		(31) Power-transmission systems	16,264	16,439	02.43				22
23		(35) Miscellaneous structures	8,470	8,604	03.26				23
24		(37) Roadway machines	160,261	130,624	04.78				24
25		(39) Public improvements-Construction	103,489	115,159	01.25				25
26		(44) Shop machinery*	75,680	79,337	03.44				26
27		(45) Power-plant machinery	13,417	13,300	03.13				27
28		All other road accounts	4,341	4,319	01.14				28
29		Amortization (other than defense projects)							29
30		TOTAL ROAD	6,065,808	6,184,138	02.91				30
		EQUIPMENT							
31		(52) Locomotives	1,223,238	1,245,795	04.06				31
32		(53) Freight-train cars	2,538,988	2,552,211	02.83				32
33		(54) Passenger-train cars	942	942	00.00				33
34		(55) Highway revenue equipment	98,138	104,119	06.86				34
35		(56) Floating equipment	3,660	3,660	03.28				35
36		(57) Work equipment	104,175	104,245	02.72				36
37		(58) Miscellaneous equipment	115,554	123,426	10.14				37
38		(59) Computer systems and word processing equipment	79,024	86,170	16.61				38
39		TOTAL EQUIPMENT	4,163,719	4,220,568	03.78				40
41		GRAND TOTAL	10,229,527	10,404,706	NA			NA	41

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-Credits-Equipment" accounts and "Other Rents-Credits-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 (c) 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		DEBITS TO RESERVE		Balance at close of year (g)	Line No
				During the year		During the year			
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	183,833	3,426	84	6,799	1,303	179,241	1
2		(4) Other, right-of-way expenditures	893	34	(86)		14	827	2
3		(5) Tunnels and subways	16,145	336	(112)			16,369	3
4		(6) Bridges, trestles, and culverts	120,857	5,143	4,300	9,433	1,111	119,756	4
5		(7) Elevated structures	0					0	5
6		(8) Ties	189,948	43,539	169,072	35,667	3,613	363,279	6
7		(9) Rail and other track material	613,548	48,721	(40,593)	52,956	15,821	552,899	7
8		(11) Ballast	120,054	11,593	2,874	13,405	1,019	120,097	8
9		(13) Fences, snow sheds, and signs	2,781	47	326	82	19	3,053	9
10		(16) Station and office buildings	57,399	4,053	(8,511)	2,602	(92)	50,431	10
11		(17) Roadway buildings	9,990	812	(183)	166		10,453	11
12		(18) Water stations	2,062	15	(1,064)	13	6	994	12
13		(19) Fuel stations	4,224	450	178	332	15	4,505	13
14		(20) Shops and enginehouses	51,585	3,226	(2,123)	1,666	16	51,006	14
15		(22) Storage warehouses	9	21	(60)			(30)	15
16		(23) Wharves and docks	590	11	226	68		759	16
17		(24) Coal and ore wharves	26,638	1,093	(1,420)	48		26,263	17
18		(25) TOFC/COFC terminals	8,280	1,680	(1,847)	218	33	7,862	18
19		(26) Communication systems	24,335	9,974	33,114	3,580	40	63,803	19
20		(27) Signals and interlocker	76,043	6,315	(13,488)	5,629	2,209	61,032	20
21		(29) Power plants	1,501	117	(82)	130		1,406	21
22		(31) Power-transmission systems	7,849	389	(760)	425	7	7,046	22
23		(35) Miscellaneous structures	1,084	280	1,569	250	11	2,672	23
24		(37) Roadway machines	54,695	8,019	1,567	10,664		53,617	24
25		(39) Public improvements-Construction	11,101	1,474	2,350	2,480	200	12,245	25
26		(44) Shop machinery*	26,827	2,585	(3,174)	1,571		24,667	26
27		(45) Power-plant machinery	4,211	416	(172)	215	1	4,239	27
28		All other road accounts	44,659	119	6,664	(913)	7	52,348	28
29		Amorization (Adjustments)	(112,815)		112,815			0	29
30		TOTAL ROAD	1,548,326	153,888	261,464	147,486	25,353	1,790,839	30
		EQUIPMENT							
31	*	(52) Locomotives	477,768	49,277		39,445	8,890	478,710	31
32	*	(53) Freight-train cars	1,038,614	74,377		65,916	(30,848)	1,077,923	32
33	*	(54) Passenger-train cars	881			(59)	(484)	1,424	33
34	*	(55) Highway revenue equipment	33,442	7,628		2,582	270	38,218	34
35	*	(56) Floating equipment	2,079	122			18	2,183	35
36	*	(57) Work equipment	36,122	2,831		1,232	9,854	27,867	36
37	*	(58) Miscellaneous equipment	49,188	11,604		10,059	1,559	49,174	37
38		(59) Computer systems and word processing equipment	38,182	13,503		3,757	(5,159)	53,087	38
39	*	Amorization Adjustments	245,392				215,894	29,498	39
40		TOTAL EQUIPMENT	1,921,668	159,342		122,932	199,994	1,758,084	40
41		GRAND TOTAL	3,469,994	313,230	261,464	270,418	225,347	3,548,923	41

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

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)		
		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							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		Not Applicable - 5% Rule					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		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway reverse 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		TOTAL EQUIPMENT							40
41		GRAND TOTAL	2,000	169	0	0	0	2,169	41

*To be reported with equipment expenses rather than W&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)		
	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				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	Not Applicable - 5% Rule			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	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
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	TOTAL EQUIPMENT				40
41	GRAND TOTAL	300,850	314,904	03.37	41

*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							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							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		Not Applicable - 5% Rule					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	125,189	11,788	25,353	19,175		143,155	39

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

NOTES AND REMARKS

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)		
	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				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			N/A	36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL				39

Included in Schedule 332

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 745 "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.

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							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.

Included in Schedule 335

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.	12,922	11,493,184	3,692,078	1
2						2
3	L	North Carolina Railroad	219	5,224	1,692	3
4	L	Cincinnati Southern Railway	335	53,089		4
5	L	Atlantic & North Carolina Railroad Co.	94	2,741	341	5
6	L	Pittsburgh & West Virginia Railroad	121	49,325	19,852	6
7	L	P&WV Subleased to Wheeling & Lake Erie	(121)	(49,325)	(19,852)	7
8		TOTAL	648	61,054	2,033	8
9	O	Baltimore & Ohio		127		9
10	O	Chicago & Illinois Midland Railway Co.		15		10
11	O	Central Transfer & Storage		12		11
12	O	Columbus & Greenville Railroad Co.	10	2,455		12
13	O	Athens Belt Line		8		13
14	O	Richmond Fredericksburg & Potomac		31		14
15	O	Georgia Railroad & Banking Co.		13		15
16	O	Carolina Aluminum Co.	11	656		16
17	O	United States Government	12			17
18		TOTAL	33	3,317		18
19		Less Lines Leased to or Operated by Others				19
20	R	Clinchfield Railroad Co.		17		20
21	R	Sloss-Sheffield Steel & Iron Co.		9		21
22	R	Ware Shoals Railroad Co.		96		22
23	R	Chesapeake & Ohio Railroad Co.	18	1,943		23
24	R	St. Louis-San Francisco Railroad Co.		17		24
25	R	Augusta & Summerville Railroad Co.		17		25
26	R	Louisville & Nashville Railroad Co.		5		26
27	R	Gulf Mobile & Ohio		19		27
28	R	Seaboard Coastline	2	1,011		28
29						29
30						30
31		TOTAL				31

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

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	South Carolina Central Railroad	79	8,186		1
2	R	City of Ozark		73		2
3	R	Ogeechee Railway	87	11,487		3
4	R	Chattanooga Chickanauga Railway	70	8,235		4
5	R	Great Walton Railroad Co.	27	3,180		5
6	R	Illinois Railroad Service, Inc.	22	2,619		6
7	R	Bulk Services	2	395		7
8	R	Indiana Hi Rail	205	30,207		8
9	R	Indiana Railroad Co.	38	6,219		9
10	R	Central Railroad Co. of Indiana	121	18,842		10
11	R	NC & VA Railroad	72	11,412		11
12	R	Carolina Coastal Railway	17	2,044		12
13	R	Aberdeen Carolina Western	104	12,129		13
14	R	Commonwealth Railway Co.	12	1,966		14
15	R	Bloomer Shippers Railroad Co.	15	2,012		15
16	R	Chesapeake & Albermarle Railway	73	8,413		16
17	R	Carolina & Northwestern Railway Co.	23	4,382		17
18	R	Pickers Railroad Co.	7	1,401		18
19		TOTAL	994	136,336		19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	12,609	11,421,219	3,694,111	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	129,348	6,025		11	1
2		(3) Grading	431,911	23,628		51	2
3		(4) Other, right-of-way expenditures	5,179	137			3
4		(5) Tunnels and subways	42,109	5,574			4
5		(6) Bridges, trestles, and culverts	483,712	12,167		315	5
6		(7) Elevated structures	1	0			6
7		(8) Ties	1,312,241	1,763		968	7
8		(9) Rail and other track material	2,328,027	9,495		1,437	8
9		(11) Ballast	580,103	3,104		424	9
10		(13) Fences, snow sheds, and signs	6,442	194			10
11		(16) Station and office buildings	194,825	2,182		7	11
12		(17) Roadway buildings	28,110	79			12
13		(18) Water stations	1,897	30			13
14		(19) Fuel stations	12,172	84			14
15		(20) Shops and enginehouses	159,239	119			15
16		(22) Storage warehouses	220	40			16
17		(23) Wharves and docks	4,233	37			17
18		(24) Coal and ore wharves	91,280				18
19		(25) TOFC/COFC terminals	57,668				19
20		(26) Communication systems	201,165	275		23	20
21		(27) Signals and interlocker	357,083	945		63	21
22		(29) Power plants	3,601				22
23		(31) Power-transmission systems	16,520	38			23
24		(35) Miscellaneous structures	8,831	14			24
25		(37) Roadway machines	173,308				25
26		(39) Public improvements-Construction	123,782	1,997		18	26
27		(44) Shop machinery*	79,502	52			27
28		(45) Power-plant machinery	13,212	9			28
29		Leased property capitalized rentals (explain)					29
30		Other (Specify and explain) Accts. 1 & 77		3,998			30
31		TOTAL ROAD	6,845,721	71,986		3,317	31
32		(52) Locomotives	1,250,424				32
33		(53) Freight-train cars	2,553,042				33
34		(54) Passenger-train cars	942				34
35		(55) Highway revenue equipment	106,809				35
36		(56) Floating equipment	3,660				36
37		(57) Work equipment	104,568				37
38		(58) Miscellaneous equipment	125,222				38
39		(59) Computer systems and word processing equipment	87,537				39
40		TOTAL EQUIPMENT	4,232,204	0		0	40
41		(76) Interest during construction	31,725	3,149			41
42		(80) Other elements of investment	399	(14,098)			42
43		(90) Construction work in progress	246,799	17			43
44		GRAND TOTAL	11,356,848	61,054		3,317	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

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

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)				
		WAY AND STRUCTURES:	\$	\$	\$	\$	\$	\$	\$		
		ADMINISTRATION:									
1		Track	22,078	1,630	958	2,815	27,481			27,481 1	
2		Bridge and Building	7,564	136	196	1,893	9,789			9,789 2	
3		Signal	6,528	123	171	960	7,782			7,782 3	
4		Communication	4,028	65	890	1,537	6,520			6,520 4	
5		Other	11,101	4	4	1,876	12,985			12,985 5	
		REPAIR AND MAINTENANCE:									
6		Roadway - Running	7,755	1,748	9,532	170	19,205			19,205 6	
7		Roadway - Switching	1,329	0	2,236	0	3,565			3,565 7	
8		Tunnels and Subways - Running	27	0	611	0	638			638 8	
9		Tunnels and Subways - Switching	0	0	0	0	0			0 9	
10		Bridges and Culverts - Running	7,272	2,375	9,012	1,512	20,171			20,171 10	
11		Bridges and Culverts - Switching	2,227	6	0	0	2,233			2,233 11	
12		Ties - Running	(310)	1,742	(10)	46	1,468			1,468 12	
13		Ties - Switching	38	12	0	0	50			50 13	
14		Rail and Other Track Material - Running	31,702	8,780	8,825	2,640	51,947			51,947 14	
15		Rail and Other Track Material - Switching	7,164	49	20	0	7,233			7,233 15	
16		Ballast - Running	4,110	2,371	1,451	336	8,268			8,268 16	
17		Ballast - Switching	675	5	0	0	680			680 17	
18		Road Property Damaged - Running	1,568	1,835	870	24	4,297			4,297 18	
19		Road Property Damaged - Switching	0	0	0	0	0			0 19	
20		Road Property Damaged - Other	3	0	0	0	3			3 20	
21		Signals and Interlockers - Running	11,023	7,809	98	197	19,127			19,127 21	
22		Signals and Interlockers - Switching	2,636	34	0	4	2,674			2,674 22	
23		Communications Systems	5,347	2,343	10,404	523	18,617			18,617 23	
24		Power Systems	101	202	69	2	374			374 24	
25		Highway Grade Crossings- Running	722	459	1,219	70	2,470			2,470 25	
26		Highway Grade Crossings- Switching	0	0	0	0	0			0 26	
27		Station and Office Buildings	1,339	1,161	6,314	139	8,953			8,953 27	
28		Shop Buildings - Locomotives	1,007	1,519	20,321	1	22,848			22,848 28	
29		Shop Buildings - Freight Cars	3,009	1,483	1,520	1	6,013	N/A		6,013 29	
30		Shop Buildings - Other Equipment	31	0	44	0	75			75 30	

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)				
		REPAIR AND MAINTENANCE - Continued:	\$	\$	\$	\$	\$	\$			
101		Locomotive Servicing Facilities	188	61	32	0	281			281	101
102		Miscellaneous Buildings and Structures	863	463	1,388	71	2,785			2,785	102
103		Coal Terminals	1,441	3,909	1,803	0	7,153	N/A		7,153	103
104		Ore Terminals	0	0	0	0	0	N/A		0	104
105		Other Marine Terminals	8	4	0	0	12	N/A		12	105
106		TOFC/COFC Terminals	93	53	767	1	914	N/A		914	106
107		Motor Vehicle Loading and Distribution Facilities	7	0	0	0	7	N/A		7	107
108		Facilities for Other Specialized Service Operations	255	736	319	22	1,332	N/A		1,332	108
109		Roadway Machines	2,942	5,318	159	(546)	7,873			7,873	109
110		Small Tools and Supplies	68	12,988	219	0	13,275			13,275	110
111		Snow Removal	616	196	153	2	967			967	111
112		Fringe Benefits - Running	N/A	N/A	N/A	31,094	31,094			31,094	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	6,622	6,622			6,622	113
114		Fringe Benefits - Other	N/A	N/A	N/A	28,927	28,927			28,927	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	12,655	12,655			12,655	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	3,414	3,414			3,414	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	4,827	4,827			4,827	117
118	*	Lease Rentals - Debit- Running	N/A	N/A	14,309	N/A	14,309			14,309	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0			0	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	9,975	N/A	9,975			9,975	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	0	N/A	0			0	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0			0	122
123	*	Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0			0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	6,002	N/A	6,002			6,002	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	797	N/A	797			797	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	883	N/A	883			883	126
127	*	Joint Facility Rent - (Credit) - Running	N/A	N/A	(2,083)	N/A	(2,083)			(2,083)	127
128	*	Joint Facility Rent - (Credit) - Switching	N/A	N/A	(885)	N/A	(885)			(885)	128
129	*	Joint Facility Rent - (Credit) - Other	N/A	N/A	(516)	N/A	(516)			(516)	129
130	*	Other Rents - Debit -Running	N/A	N/A	431	N/A	431			431	130
131	*	Other Rents - Debit -Switching	N/A	N/A	0	N/A	0			0	131
132	*	Other Rents - Debit -Other	N/A	N/A	430	N/A	430			430	132
133	*	Other Rents - (Credit) -Running	N/A	N/A	0	N/A	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)				
		REPAIR AND MAINTENANCE - Continued:	\$	\$	\$	\$	\$	\$			
134	*	Other Rents - (Credit) -Switching	N/A	N/A	0	N/A	0			0	134
135	*	Other Rents - (Credit) -Other	N/A	N/A	0	N/A	0			0	135
136	*	Depreciation - Running	N/A	N/A	N/A	130,444	130,444			130,444	136
137	*	Depreciation - Switching	N/A	N/A	N/A	16,226	16,226			16,226	137
138	*	Depreciation - Other	N/A	N/A	N/A	49,239	49,239			49,239	138
139		Joint Facility - Debit - Running	N/A	N/A	13,256	N/A	13,256			13,256	139
140		Joint Facility - Debit - Switching	N/A	N/A	3,166	N/A	3,166			3,166	140
141		Joint Facility - Debit - Other	N/A	N/A	451	N/A	451			451	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(5,784)	N/A	(5,784)			(5,784)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(866)	N/A	(866)			(866)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(654)	N/A	(654)			(654)	144
145		Dismantling Retired Road Property - Running	122	27	362	68	579			579	145
146		Dismantling Retired Road Property - Switching	0	0	0	0	0			0	146
147		Dismantling Retired Road Property - Other	0	0	40	0	40			40	147
148		Other - Running	6,041	(524)	(860)	313	4,970			4,970	148
149		Other - Switching	845	3	37	0	885			885	149
150		Other - Other	(3,463)	4	70	167	(3,222)			(3,222)	150
151		TOTAL WAY AND STRUCTURES	150,100	59,129	118,156	298,292	625,677			625,677	151
		EQUIPMENT:									
		LOCOMOTIVES:									
201		Adminlstration	16,905	658	229	1,022	18,814			18,814	201
202	*	Repair and Maintenance	23,572	45,336	4,317	41	73,266			73,266	202
203	*	Machinery Repair	1,439	2,452	836	0	4,727			4,727	203
204		Equipment Damaged	528	321	0	0	849			849	204
205		Fringe Benefits	N/A	N/A	N/A	16,222	16,222			16,222	205
206		Other Casualties and Insurance	N/A	N/A	N/A	8,192	8,192			8,192	206
207	*	Lease Rentals - Debit	N/A	N/A	257	N/A	257			257	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(1,425)	N/A	(1,425)			(1,425)	208
209		Joint Facility Rent - Debit	N/A	N/A	160	N/A	160			160	209
210	*	Joint Facility Rent - (Credit)	N/A	N/A	(54)	N/A	(54)			(54)	210
211	*	Other Rents - Debit	N/A	N/A	0	N/A	0			0	211
212	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0			0	212
213	*	Depreciation	N/A	N/A	N/A	49,472	49,472			49,472	213
214		Joint Facility - Debit	N/A	N/A	392	N/A	392			392	214
215		Joint Facility - (Credit)	N/A	N/A	(261)	N/A	(261)			(261)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0			0	216

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	217
218		Other	639	3	0	0	642		642	218
219		TOTAL LOCOMOTIVES	43,083	48,770	4,451	74,949	171,253		171,253	219
		FREIGHT CARS:								
220		Administration	30,486	1,185	412	1,843	33,926	N/A	33,926	220
221	*	Repair and Maintenance	45,142	56,101	41,465	(428)	142,280	N/A	142,280	221
222	*	Machinery Repair	1,840	3,136	1,069	0	6,045	N/A	6,045	222
223		Equipment Damaged	2,150	1,573	0	0	3,723	N/A	3,723	223
224		Fringe Benefits	N/A	N/A	N/A	34,343	34,343	N/A	34,343	224
225		Other Casualties and Insurance	N/A	N/A	N/A	19,114	19,114	N/A	19,114	225
226	*	Lease Rentals - Debit	N/A	N/A	1,117	N/A	1,117	N/A	1,117	226
227	*	Lease Rentals - (Credit)	N/A	N/A	(843)	N/A	(843)	N/A	(843)	227
228		Joint Facility Rent - Debit	N/A	N/A	145	N/A	145	N/A	145	228
229	*	Joint Facility Rent - (Credit)	N/A	N/A	(70)	N/A	(70)	N/A	(70)	229
230	*	Other Rents - Debit	N/A	N/A	273,511	N/A	273,511	N/A	273,511	230
231	*	Other Rents - (Credit)	N/A	N/A	(134,678)	N/A	(134,678)	N/A	(134,678)	231
232	*	Depreciation	N/A	N/A	N/A	76,862	76,862	N/A	76,862	232
233		Joint Facility - Debit	N/A	N/A	86	N/A	86	N/A	86	233
234		Joint Facility - (Credit)	N/A	N/A	(92)	N/A	(92)	N/A	(92)	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(35,046)	N/A	(35,046)	N/A	(35,046)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	(1,901)	437	5	(5)	(1,464)	N/A	(1,464)	237
238		TOTAL FREIGHT CARS	77,717	62,432	147,081	131,729	418,959	N/A	418,959	238
		OTHEREQUIPMENT:								
301		Administration	95	4	1	6	106		106	301
		Repair and Maintenance:								
302	*	Trucks, Trailers and Containers - Revenue Service	453	614	12,283	0	13,350	N/A	13,350	302
303	*	Floating Equipment - Revenue Service	13	104	110	0	227	N/A	227	303
304	*	Passenger and Other Revenue Equipment	0	0	0	0	0		0	304
305	*	Computer Systems and Word Processing Equipment	0	284	7,565	0	7,849		7,849	305
306	*	Machinery	67	114	39	0	220		220	306
307	*	Work and Other Non-Revenue Equipment	(380)	4,143	7,493	(623)	10,633		10,633	307
308		Machinery	0	0	0	0	0		0	308
309		Fringe Benefits	N/A	N/A	N/A	1,558	1,558		1,558	309
310		Other Casualties and Insurance	N/A	N/A	N/A	419	419		419	310
311	*	Lease Rentals - Debit	N/A	N/A	3,061	N/A	3,061		3,061	311
312	*	Lease Rentals - (Credit)	N/A	N/A	0	N/A	0		0	312

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

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Total freight expense (i)	Total (h)	Line No.
			Salaries and wages (b)	Material, Tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)				
			\$	\$	\$	\$	\$	\$		
		OTHER EQUIPMENT - Continued:								
313		Joint Facility Rent - Debit	N/A	N/A	187	N/A	187	187	187	313
314	*	Joint Facility Rent - (Credit)	N/A	N/A	(300)	N/A	(300)	(300)	(300)	314
315	*	Other Rents - Debit	N/A	N/A	16,060	N/A	16,060	16,060	16,060	315
316	*	Other Rents - (Credit)	N/A	N/A	(5,237)	N/A	(5,237)	(5,237)	(5,237)	316
317	*	Depreciation	N/A	N/A	N/A	35,639	35,639	35,639	35,639	317
318		Joint Facility - Debit	N/A	N/A	103	N/A	103	103	103	318
319		Joint Facility - (Credit)	N/A	N/A	(1,118)	N/A	(1,118)	(1,118)	(1,118)	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(2,761)	N/A	(2,761)	(2,761)	(2,761)	320
321		Dismantling Retired Property	0	0	0	0	0	0	0	321
322		Other	10	8	19	18	55	55	55	322
323		TOTAL OTHER EQUIPMENT	258	5,271	37,505	37,017	80,051	80,051	80,051	323
324		TOTAL EQUIPMENT	121,058	116,473	189,037	243,695	670,263	670,263	670,263	324
		TRANSPORTATION:								
		TRAIN OPERATIONS:								
401		Administration	38,157	1,440	2,681	2,598	44,876	44,876	44,876	401
402		Engine Crews	91,508	10	2,625	3,387	97,530	97,530	97,530	402
403		Train Crews	180,799	837	7,019	6,692	195,347	195,347	195,347	403
404		Dispatching Trains	13,015	16	25	79	13,135	13,135	13,135	404
405		Operating Signals and Interlockers	8,581	372	115	14	9,082	9,082	9,082	405
406		Operating Drawbridges	1,498	0	0	0	1,498	1,498	1,498	406
407		Highway Crossing Protection	169	66	3,058	0	3,293	3,293	3,293	407
408		Train Inspection and Lubrication	35,786	610	278	0	36,674	36,674	36,674	408
409	*	Locomotive Fuel	617	174,972	0	0	175,589	175,589	175,589	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	10,479	8,163	531	46	19,219	19,219	19,219	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	412
413		Clearing Wrecks	858	158	1,611	16	2,641	2,641	2,641	413
414		Fringe Benefits	N/A	N/A	N/A	147,950	147,950	147,950	147,950	414
415		Other Casualties and Insurance	N/A	N/A	N/A	50,948	50,948	50,948	50,948	415
416		Joint Facility - Debit	N/A	N/A	1,398	N/A	1,398	1,398	1,398	416
417		Joint Facility - (Credit)	N/A	N/A	(2,657)	N/A	(2,657)	(2,657)	(2,657)	417
418		Other	(25,677)	571	660	(3,202)	(27,648)	(27,648)	(27,648)	418
419		TOTAL TRAIN OPERATIONS	355,790	187,213	17,344	208,528	768,875	768,875	768,875	419
		YARD OPERATIONS:								
420		Administration	21,426	1,343	1,435	1,816	26,020	26,020	26,020	420
421		Switch Crews	102,022	118	539	279	102,958	102,958	102,958	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)				
YARD OPERATIONS - Continued:											
422		Controlling Operations	\$ 8,929	\$ 4	\$ 73	\$ 0	\$ 9,006	\$	9,006	422	
423		Yard and Terminal Clerical	27,341	1,293	6,317	360	35,311		35,311	423	
424		Operating Switches, Signals, Retarders and Humps	141	186	0	0	327		327	424	
425	*	Locomotive Fuel	0	20,309	0	0	20,309		20,309	425	
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0		0	426	
427		Servicing Locomotives	2,940	0	0	0	2,940		2,940	427	
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0		0	428	
429		Clearing Wrecks	2	0	5	0	7		7	429	
430		Fringe Benefits	N/A	N/A	N/A	73,948	73,948		73,948	430	
431		Other Casualties and Insurance	N/A	N/A	N/A	22,439	22,439		22,439	431	
432		Joint Facility - Debit	N/A	N/A	10,736	N/A	10,736		10,736	432	
433		Joint Facility - (Credit)	N/A	N/A	(4,152)	N/A	(4,152)		(4,152)	433	
434		Other	61	0	(54)	0	7		7	434	
435		TOTAL YARD OPERATIONS	162,862	23,253	14,899	98,842	299,856		299,856	435	
TRAIN AND YARD OPERATIONS COMMON:											
501		Cleaning Car Interiors	474	0	251	N/A	725		725	501	
502		Adjusting and Transferring Loads	269	4	634	N/A	907	N/A	907	502	
503		Car Loading Devices and Grain Doors	2	0	0	N/A	2	N/A	2	503	
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	6,835	6,835		6,835	504	
505		Fringe Benefits	N/A	N/A	N/A	316	316		316	505	
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	745	4	885	7,151	8,785		8,785	506	
SPECIALIZED SERVICES OPERATIONS:											
507	*	Administration	6,795	348	646	1,086	8,875	N/A	8,875	507	
508	*	Pickup and Delivery and Marine Line Haul	1	43	33,077	202	33,323	N/A	33,323	508	
509	*	Loading and Unloading and Local Marine	4,736	1,384	29,299	74	35,493	N/A	35,493	509	
510	*	Protective Services	18	11	309	0	338	N/A	338	510	
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	15	15	N/A	15	511	
512	*	Fringe Benefits	N/A	N/A	N/A	2,935	2,935	N/A	2,935	512	
513	*	Casualties and Insurance	N/A	N/A	N/A	423	423	N/A	423	513	
514	*	Joint Facility - Debit	N/A	N/A	245	N/A	245	N/A	245	514	
515	*	Joint Facility - (Credit)	N/A	N/A	(22)	N/A	(22)	N/A	(22)	515	
516	*	Other	0	0	0	0	0	N/A	0	516	
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	11,550	1,786	63,554	4,735	81,625	N/A	81,625	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)				
		ADMINISTRATIVE SUPPORT OPERATIONS:	\$	\$	\$	\$	\$	\$			
518		Administration	9,920	501	770	1,433	12,624			12,624	518
519		Employees Performing Clerical and Accounting Functions	26,478	592	774	328	28,172			28,172	519
520		Communications Systems Operation	2,090	47	0	0	2,137			2,137	520
521		Loss and Damage Claims Processing	2,922	0	0	0	2,922			2,922	521
522		Fringe Benefits	N/A	N/A	N/A	17,564	17,564			17,564	522
523		Casualties and Insurance	N/A	N/A	N/A	5,960	5,960			5,960	523
524		Joint Facility - Debit	N/A	N/A	128	N/A	128			128	524
525		Joint Facility - (Credit)	N/A	N/A	(2)	N/A	(2)			(2)	525
526		Other	6	0	0	1,370	1,376			1,376	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	41,416	1,140	1,670	26,655	70,881			70,881	527
528		TOTAL TRANSPORTATION	572,363	213,396	98,352	345,911	1,230,022			1,230,022	528
		GENERAL AND ADMINISTRATIVE:									
601		Officers - General Administration	4,310	1,167	623	1,028	7,128			7,128	601
602		Accounting, Auditing and Finance	33,715	479	4,849	1,501	40,544			40,544	602
603		Management Services and Data Processing	15,157	895	1,309	736	18,097			18,097	603
604		Marketing	15,051	163	1,763	2,414	19,391			19,391	604
605		Sales	14,435	281	526	2,113	17,355			17,355	605
606		Industrial Development	5,755	70	761	800	7,386	N/A		7,386	606
607		Personnel and Labor Relations	7,645	335	4,494	2,596	15,070			15,070	607
608		Legal and Secretarial	12,414	310	23,043	2,049	37,816			37,816	608
609		Public Relations and Advertising	1,495	811	5,925	857	9,088			9,088	609
610		Research and Development	0	0	0	0	0			0	610
611		Fringe Benefits	N/A	N/A	N/A	52,455	52,455			52,455	611
612		Casualties and Insurance	N/A	N/A	N/A	758	758			758	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	4,893	4,893			4,893	613
614		Property Taxes	N/A	N/A	N/A	53,643	53,643			53,643	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	29,969	29,969			29,969	615
616		Joint Facility - Debit	N/A	N/A	1,767	N/A	1,767			1,767	616
617		Joint Facility - (Credit)	N/A	N/A	(172)	N/A	(172)			(172)	617
618		Other	38,931	561	498	464,330	504,320			504,320	618
619		TOTAL GENERAL AND ADMINISTRATIVE	148,908	5,072	45,386	620,142	819,508			819,508	619
620	*	TOTAL CARRIER OPERATING EXPENSES	992,429	394,070	450,931	1,508,040	3,345,470			3,345,470	620

See Note 9, page 11, for impact of Special Charge on Schedule 410

412. WAY AND STRUCTURES

(Dollars in Thousands)

- 1 Report freight expenses only
- 2 The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in Schedule 410, column (f), lines 136, 137, and 138
- 3 Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29, should balance the net amount reported in Schedule 410, column (f), lines 118 through 123, plus lines 130 through 135.
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 29 shall equal the adjustment reported on line 29 of Schedule 335
- 5 Report on line 28 all other lease rentals not apportioned to any category listed on lines 1-27.
- 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	6,961	840		2
3		4	Other right-of-way expenditures	47	11		3
4		5	Tunnels and subways	336	107		4
5		6	Bridges, trestles and culverts	10,406	1,107		5
6		7	Elevated structures				6
7		8	Ties	52,158	6,886		7
8		9	Rail and other track material	66,505	8,671		8
9		11	Ballast	15,717	1,605		9
10		13	Fences, snowsheds and signs	89	25		10
11		16	Station and office buildings	4,798	890		11
12		17	Roadway buildings	851	217		12
13		18	Water stations	15	13		13
14		19	Fuel stations	1,009	98		14
15		20	Shops and enginehouses	4,307	790		15
16		22	Storage warehouses	21			16
17		23	Wharves and docks	60	13		17
18		24	Coal and ore wharves	1,093	415		18
19		25	TOFC/COFC terminals	1,837	214		19
20		26	Communication systems	10,506	1,051		20
21		27	Signals and interlockers	8,058	1,672		21
22		29	Power plants	117	28		22
23		31	Power transmission systems	397	88		23
24		35	Miscellaneous structures	288	50		24
25		37	Roadway machines	8,019	1,179		25
26		39	Public improvements, Construction	1,898	165		26
27		45	Power plant machines	416	99		27
28		-	Other lease/rentals	N/A	(1,089)	N/A	28
29	*	-	TOTAL	195,909	25,145		29

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 carries on railroad markings)
 - 3 The gross amounts receivable and payable for freight-train cars (line 19, columns (b) 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 (c) 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 L.A. Part No. 334, for which rentals are settled on a combination mileage and time basis (base, 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)	
1		CAR TYPES							1
2		Box-Plan 40 Foot							
3		Box-Plan 50 Foot and Longer		3,122	11,119	5,182	4,102	13,431	2
4		Box-Equipped		8,054	25,322	211	7,320	22,009	3
5		Gondola-Plan		1,179	4,232	419	1,808	4,309	4
6		Gondola-Equipped		1,522	4,707	23	762	2,382	5
7		Hopper-Covered		3,140	12,190	13,484	3,527	13,922	6
8		Hopper-Open Top-General Service		2,140	7,322	49	658	5,075	7
9		Hopper-Open Top-Special Service		42	440	6	107	666	8
10		Refrigerator-Mechanical				14	803	1,411	9
11		Refrigerator-Non-Mechanical		504	1,870	21	753	2,166	10
12		Flat TOP/COPC		461	507	24,074	1,092	3,637	11
13		Flat Multi-Level		1,464	4,979	42,360	825	3,288	12
14		Flat-General Service		221	556	83	55	101	13
15		Flat-Other		462	1,960	3,705	1,557	5,711	14
16		Tank-Under 22,000 Gallons				37,816			15
17		Tank-22,000 Gallons and Over				13,576			16
18		All Other Freight Cars		37	1,184	1	134	95	17
19		Auto Racks			35,842			25,774	18
20		TOTAL FREIGHT TRAIN CARS		22,348	112,330	141,024	23,510	108,977	19
21		OTHER FREIGHT-CARRYING EQUIPMENT							
22		Refrigerated Trailers							20
23		Other Trailers			4,737	10,670		5,216	21
24		Refrigerated Containers							22
25		Other Containers							23
26	*	TOTAL TRAILERS AND CONTAINERS			4,737	10,670		5,216	24
27		GRAND TOTAL (LINES 19 AND 24)		22,348	117,067	151,694	23,510	114,193	25

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

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

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

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

415. SUPPORTING SCHEDULE — EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive-Yard	7,099	2,362			1
2		Diesel Locomotive-Road	66,167	46,014	295		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	73,266	48,376	295		5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot					6
7		Box-Plain 50 Foot and Longer	8,975	6,041	4		7
8		Box-Equipped	16,396	10,286			8
9		Gondola-Plain	5,415	3,543			9
10		Gondola-Equipped	3,314	2,401			10
11		Hopper-Covered	11,249	9,364	509		11
12		Hopper-Open Top-General Service	52,663	23,580			12
13		Hopper-Open Top Special Service	3,560	3,368			13
14		Refrigerator-Mechanical	54				14
15		Refrigerator-Nonmechanical	836	1,511	242		15
16		Flat TOFC/COFC	547	844			16
17		Flat Multi-level	751	2,664			17
18		Flat-General Service	343	192			18
19		Flat-Other	1,126	856			19
20		All Other Freight Cars	794	2,684			20
21		Cabooses	761	401			21
22		Auto Racks	504	6,485			22
23		Miscellaneous Accessories	(54)	28			23
24	*	TOTAL FREIGHT TRAIN CARS	107,234	74,248	755		24
		OTHER EQUIPMENT-REVENUE FREIGHT					
25		Refrigerated Trailers					25
26		Other Trailers	14,169	7,585			26
27		Refrigerated Containers					27
28		Other Containers	(419)				28
29		Bogies					29
30		Chassis	(400)	43			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	13,350	7,628			32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul		122			33
34		Local Marine	227				34
35	*	TOTAL FLOATING EQUIPMENT	227	122			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems and word processing equip.	7,849	13,503			37
38	*	Machinery-Locomotives (see note 1)	4,727	801			38
39	*	Machinery-Freight Cars (see note 2)	6,045	1,859			39
40	*	Machinery-Other Equipment (see note 3)	220	200			40
41	*	Work and Other Non-revenue Equipment	7,872	14,186			41
42		TOTAL OTHER EQUIPMENT	26,713	30,549			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	220,790	160,923	1,050		43

Note 1 - 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.

Note 2 - 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 portion of line 235.

Note 3 - 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
(Dollars in Thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Capitalized lease (d)	Adjustment net during year (e)	
1			58,861		44,638		1
2		(1,168)	1,190,967	596	433,544	528	2
3							3
4							4
5	*	(1,168)	1,249,828	596	478,182	528	5
6			653		990		6
7		(95)	146,607	67	90,665	47	7
8			435,086	8,823	225,149	8,813	8
9			147,172		61,537		9
10			96,527		37,109		10
11			367,486		163,174		11
12			856,419		296,042		12
13			115,962		44,440		13
14							14
15		53	17,410	3,635	17,430	1,303	15
16		316	20,722		24,981		16
17			63,504		11,105		17
18			8,933		2,791		18
19			53,521		17,265		19
20			68,708		31,457		20
21			14,082		2,888		21
22			126,984		40,563		22
23			741		174		23
24	*	274	2,540,517	12,525	1,067,760	10,163	24
25							25
26		2,494	102,791		37,063		26
27							27
28							28
29							29
30			4,018		1,155		30
31							31
32	*	2,494	106,809		38,218		32
33			3,660		2,183		33
34							34
35	*		3,660		2,183		35
36	*		942		1,424		36
37	*	567	87,537		53,087		37
38	*		22,260		6,906		38
39	*		51,677		16,034		39
40	*		5,565		1,727		40
41	*	(326)	229,790		77,041		41
42		241	397,771		156,219		42
43		1,841	4,298,585	13,121	1,742,562	10,691	43

Note 1 - 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.

Note 2 - The depreciation to be reported on lines 38, 39, and 40 in column (e) 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 (e), Schedule 335.

410. SUPPORTING SCHEDULE—ROAD
(Dollars in Thousands)

Road Initials: NS Rail

Year 1991

Line No	Density category (Class)	Account No (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No
			Inv Base (c)	Accum depr (d)	Depr rate % (e)	Inv Base (f)	Accum depr (g)	Depr rate % (h)	Inv Base (i)	Current year Amort (j)	Accum Amort (k)	Inv Base (l)	Accum depr & Amort (m)	
1	I	3	198,057	57,427	0.95							198,057	57,427	1
2		8	152,186	104,770	3.91							152,186	104,770	2
3		9	505,403	226,900	4.10							505,403	226,900	3
4		11	86,217	42,117	2.33							86,217	42,117	4
5	SUB-TOTAL		941,863	431,214								941,863	431,214	5
6	II	3	54,087	25,523	0.95							54,087	25,523	6
7		8	740,544	134,706	3.91							740,544	134,706	7
8		9	1,330,753	149,422	1.70							1,330,753	149,422	8
9		11	390,954	21,058	2.33							390,954	21,058	9
10	SUB-TOTAL		2,516,338	330,709								2,516,338	330,709	10
11	III	3	56,568	N/A	N/A			N/A		N/A		56,568		11
12		8	93,099	N/A	N/A			N/A		N/A		93,099		12
13		9	90,671	N/A	N/A			N/A		N/A		90,671		13
14		11	35,487	N/A	N/A			N/A		N/A		35,487		14
15	SUB-TOTAL		275,825	N/A	N/A			N/A		N/A		275,825		15
16	IV	3	145,561	44,667	0.95							145,561	44,667	16
17		8	364,803	59,868	3.91							364,803	59,868	17
18		9	438,304	177,093	2.23							438,304	177,093	18
19		11	81,814	32,547	2.33							81,814	32,547	19
20	SUB-TOTAL		1,030,482	314,175								1,030,482	314,175	20
21	V	3	0	0								0	0	21
22		8	0	0								0	0	22
23		9	0	0								0	0	23
24		11	0	0								0	0	24
25	SUB-TOTAL		0	0								0	0	25
26	GRAND TOTAL		4,764,508	1,076,098	N/A			N/A				4,764,508	1,076,098	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

NOTES AND REMARKS

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

- 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 expenses on line 4, column (b), 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)	One 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	1,509		471					6,895	8,875	1
2	•	Pick up and delivery, marine line haul	3,469						N/A	29,854	33,323	2
3	•	Loading and unloading and local marine	18,851		2,973			6,076	N/A	7,593	35,493	3
4	•	Protective services, total debit and credits							338		338	4
5	•	Freight lost or damaged—solely related								15	15	5
6	•	Fringe benefits	998		147			264		1,526	2,935	6
7	•	Casualty and insurance	165							258	423	7
8	•	Joint facility - Debit	245								245	8
9	•	Joint facility - Credit	(22)	()	()	()	()	()	()	()	(22)	9
10	•	Other										10
11	•	TOTAL	25,215		3,591			6,340	338	46,141	81,625	11

* - Expenses related to moving trailers and containers over the highway (outside the terminal area).

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.

412. SUPPORTING SCHEDULE—CAPITAL LEASES

[illegible]

498. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes.

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	120,026	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	234,724	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	234,724	4
5		Railroad Retirement	220,931	5
6		Hospital Insurance	15,362	6
7		Supplemental Annuities	14,834	7
8		Unemployment Insurance	24,636	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	510,487	10
11		Total - Railway Taxes	630,513	11

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.: Guidelines lives pursuant to Rev. Proc. 62-21.	2,580,708	(5,352)		2,575,356	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	10,863	(423)		10,440	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	73,955	(3,085)		70,870	3
4	Amortization of rights of way, Sec. 185 I.R.C.	27,901	1,166		29,067	4
5	Other (Specify)					5
6	SIT-Net of Federal Benefits	109,889	(13,279)		96,610	6
7	Tax Benefit Transfer Leases	55,636	(6,055)		49,581	7
8	Contested Property Taxes	(8,932)	2,841		(6,091)	8
9	Casualty Reserves	(136,418)	(6,501)		(142,919)	9
10	Interest on Tax Deficiencies	(11,391)	4,093		(7,298)	10
11	Revenue Adjustment	4,869	(3,230)		1,639	11
12	Employee Separation Costs	(22,196)	(115,474)		(137,670)	12
13	Vacation Pay	(14,541)	(8,518)		(23,059)	13
14	Environmental Reserve	-0-	(4,092)		(4,092)	14
15	Miscellaneous-Net	(30,135)	(7,252)	44	(37,343)	15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	2,640,208	(165,161)	44	2,475,091	19

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 _____ \$ -0-
 If deferral method for investment tax credit was elected.
- | | |
|---|---------------|
| (1) Indicate amount of credit utilized as a reduction of tax liability for current year _____ | \$ <u>N/A</u> |
| (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes _____ | \$ _____ |
| (3) Balance of current year's credit used to reduce current year's tax accrual _____ | \$ _____ |
| (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual _____ | \$ _____ |
| (5) Total decrease in current year's tax accrual resulting from use of investment tax credits _____ | \$ _____ |
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

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					1
2	519	Growth in cash surrender value of corporation life insurance		31,765	2
3					3
4	519	Gains on the disposition of property		12,905	4
5					5
6	519	Gains on sale of stocks		9,108	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 year 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	Description	Amount of contingent liability	Sole or joint contingent liability	Line No.
(a)	(b)	(c)	(d)		
1					1
2					2
3					3
4					4
5					5
6					6
7	(a) Terminal R.R. Assoc.	Refunding & Improvement Mortgage Series		Joint and	7
8	of St. Louis	"C" bonds due 7/1/2019 (FD14553-54)	7,787 & int.	Severally	8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20	(a) Jointly and Severally with BN, CSX Transp., ICG, MKT,				20
21	MP and SSW				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

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	Names of all guarantors and sureties	Amount contingent liability of guarantors	Sole or joint contingent liability	Line No.
(a)	(b)	(c)	(d)		
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

NONE

SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT
(Dollars in Thousands)

The principal use of this schedule is to determine the average embedded rate of debt capital.

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of Year
1	751	Loans and Notes Payable	Sch. 200, L. 30	27,200
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	87,219
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	154,272
4	766	Equipment Obligations	Sch. 200, L. 42	536,533
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	3,553
6	768	Debt in Default	Sch. 200, L. 44	-
7	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(5,060)
8		Total Debt	Sum L. 1-7	803,717
9		Debt Directly Related to Road Property	Note 1.	131,027
10		Debt Directly Related to Equipment	Note 1.	621,520
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	752,547
12		Percent Directly Related to Road	L. 9 + L. 11 (2 decimals)	17.41%
13		Percent Directly Related to Equipment	L. 10 + L. 11 (2 decimals)	82.59%
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	51,170
15		Road Property Debt	(L. 12 x L. 14) plus L. 9	139,936
16		Equipment Debt	(L. 13 x L. 14) plus L. 10	663,781

II. Interest Accrued During the Year:

Line #	Account No.	Title	Source	Balance at Close of Year
17	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	102,684
18	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	386
19	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	(11)
20		Total Interest	Sum of Lines (17+18) less 19	103,059
21		Interest Affiliated Company Debt	Note 2.	-
22		Net Interest Expense	L. 20 minus L. 21	103,059
23		Interest Directly Related to Road Property Debt	Note 3.	7,324
24		Interest Directly Related to Equipment Debt	Note 3.	57,237 *
25		Interest Not Directly Related to Road or Equipment Property Debt	L. 22 - (L.23+L.24)	38,498
26		Interest Road Property Debt	L. 23 + (L.25xL.12)	14,027
27		Interest Equipment Debt	L. 24 + (L.25xL.13)	89,032

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

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

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

*Net of capitalized interest \$(17,587).

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 interstate 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. 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 (000's) (d)	Amount due from or to related parties (e)	Line No.
1	Texaco, Inc.		Other (See Note 1)	Purchase of Materials	2,621		1
2	Brown Brothers Harriman & Co.		Other (See Note 3)	Financial Services	87		2
3	Citizens & Southern National Bank		Other (See Note 1)	Financial Services	78		3
4	Sovran Bank, NA		Other (See Note 1)	Financial Services	270		4
5	Williams Kelly & Greer PC		Other (See Note 2)	Legal Services	1,043		5
6	McNair Law Firm PA		Other (See Note 4)	Legal and Consulting Services	79		6
7	Hamilton & Hamilton		Other (See Note 5)	Legal Services	160		7
8	North American Van Lines		Common	Transportation Services	1,732		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

Note 1 - Respondent shares common directorships with these companies. Amounts in col. (d) paid by Norfolk Southern Corporation (NS) on behalf of its operating subsidiaries.

Note 2 - This firm, of which Mr. Claytor's (an NS Director) son-in-law, Samuel J. Webster, is a shareholder, provided a variety of legal services and had provided similar services to NS or its subsidiaries for many years prior to Mr. Webster's affiliation with this firm.

Note 3 - R. L. Ireland, III, an NS Director, is a Partner with Brown Brothers Harriman & Co. (Brown Brothers). NS maintains various banking relationships with Brown Brothers 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 1991 Brown Brothers was paid fees of approximately \$87,000 for managing a portion of the assets of NS' pension fund.

Note 4 - R. E. McNair, an NS Director, is Chairman of the Board and President of the McNair Law Firm, P. A. and its subsidiary, McNair Group, Inc.

Note 5 - Mr. McKinnon's son, Henry A. McKinnon, was an associate of the law firm of Hamilton & Hamilton, Washington, D. C. until July 26, 1991. This firm had provided legal services to NS or its subsidiaries for many years prior to Henry A. McKinnon's affiliation with the firm.

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

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

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

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

|-----RUNNING TRACKS, PASSING TRACKS CROSS-OVERS, ETC-----|

CLASS	PORTIONS OWNED OR LEASED BY RESPONDENT	MILES OF ROAD	MILES OF SECOND MAIN TRACK	MILES OF ALL OTHER MAIN TRACKS	MILES OF PASS- ING TRACKS CROSSOVERS AND TURNOUTS	MILES OF WAY SWITHING TRACKS	MILES OF YARD SWITCHING TRACKS	TOTAL
1	100%	12912	1290	59	1691	2202	4315	22469
1	50%	7	5	0	5	15	14	46
1	33%	3	3	0	4	0	6	16
1J	75%	0	0	0	0	0	6	6
1J	67%	0	0	0	0	0	3	3
1J	60%	0	0	0	0	0	0	0
1J	50%	0	0	0	1	10	22	33
1J	33%	0	0	0	0	3	2	5
TOTAL CLASS 1		12922	1298	59	1701	2230	4368	22578
2	100%	4	4	0	1	0	4	13
TOTAL CLASS 2		4	4	0	1	0	4	13
3	100%	94	0	0	1	5	22	122
3A	100%	0	0	0	0	0	2	2
3AJ	50%	0	0	0	0	0	0	0
3B	100%	566	226	1	71	66	128	1058
3BJ	50%	0	0	0	1	0	5	6
TOTAL CLASS 3		660	226	1	73	71	157	1188
4	100%	0	0	0	0	0	33	33
4B	100%	12	0	0	0	1	0	13
4BJ	50%	5	0	0	0	1	0	6
TOTAL CLASS 4		17	0	0	0	2	33	52
5	100%	690	263	23	92	46	451	1565
5	0%	428	63	21	27	48	137	724
TOTAL CLASS 5		1118	326	44	119	94	588	2289
TOTAL		14721	1854	104	1894	2397	5150	26120

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

STATE OR TERRITORY (A)	MILES OF ROAD OPERATED BY RESPONDENT							
	LINE OWNED	LINE OF PROPRIETARY COMPANIES	LINE OPERATED UNDER LEASE	LINE OPERATED UNDER CONTRACT	LINE OPERATED UNDER TRACKAGE RIGHTS	TOTAL MILEAGE OPERATED RESPONDENT	LINE OWNED NOT OPERATED BY RESPONDENT	NEW LINE CONSTRUCTED DURING YEAR
	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
ALABAMA	1412	0	0	0	26	1438	21	0
CANADA	0	0	0	0	245	245	0	0
DISTRICT OF COLUMBIA	0	0	0	0	3	3	0	0
FLORIDA	160	0	0	0	53	213	0	0
GEORGIA	2196	0	0	0	9	2205	241	0
IOWA	85	0	0	0	37	122	0	0
ILLINOIS	764	0	0	0	266	1030	22	0
INDIANA	837	0	2	0	16	855	307	0
KANSAS	0	0	0	0	2	2	0	0
KENTUCKY	173	0	198	0	60	431	0	0
LOUISIANA	80	0	0	0	4	84	0	0
MARYLAND	16	0	0	0	0	16	0	0
MISSISSIPPI	250	0	10	0	2	262	0	0
MICHIGAN	81	0	0	0	40	121	0	0
MISSOURI	432	0	0	0	65	497	0	0
NORTH CAROLINA	1103	0	313	17	38	1471	288	0
NEW YORK	68	0	0	0	12	80	0	0
OHIO	866	4	1	0	72	943	82	0
PENNSYLVANIA	44	0	0	0	0	44	0	0
SOUTH CAROLINA	820	0	0	0	40	860	0	0
TENNESSEE	887	0	136	0	32	1055	2	0
VIRGINIA	2065	0	0	0	81	2146	130	0
WEST VIRGINIA	583	0	0	0	15	598	70	0
TOTAL	12922	4	660	17	1118	14721	1163	0

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 (1). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i)
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the 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 booster 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

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

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

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

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

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No	
				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 reclassified and second hand units purchased or leased from others (f)							
1		Locomotive Units	1,898	53			8	192	1,767		1,767	5,090,550 (HP)	57	1
2		Diesel-freight units											2	2
3		Diesel-passenger units												3
4		Diesel-multiple purpose units	154				5		159		159	236,950	4	4
5	*	Diesel-switching units	2,052	53			13	192	1,926		1,926	5,327,500	63	5
6	*	TOTAL (lines 1 to 4) units												6
7	*	Electric-locomotives												7
8	*	Other self-powered units												8
9	*	TOTAL (lines 5, 6 and 7)	2,052	53			13	192	1,926		1,926	5,327,500	63	9
10	*	Auxiliary units	88					4	84		84	N/A	2	10
11	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2,140	53			13	196	2,010		2,010	N/A	65	11

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, 70 (b)	During Calendar Year							TOTAL (k)	Line No	
				Between Jan 1, 70 and Dec 31, 74 (c)	Between Jan 1, 75 and Dec 31, 79 (d)	Between Jan 1, 80 and Dec 31, 84 (e)	Between Jan 1, 85 and Dec 31, 89 (f)	1990 (g)	1991 (h)	1992 (i)			1993 (j)
11	•	Diesel	238	497	460	302	334	42	53			1926	11
12	•	Electric											12
13	•	Other self-powered units											13
14	•	TOTAL (lines 11 to 13)	238	497	460	302	334	42	53			1926	14
15	•	Auxiliary units	6	10	16	21	27	4				84	15
16	•	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	244	507	476	323	361	46	53			2010	16

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

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year					Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				
				Units installed				All other units including reclassification and second hand units purchased or leased from others (i)		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)								
17		PASSENGER-TRAIN CARS Non Self Propelled Coaches (PA, PB, PBO)	22						7	15	22			17
18		Combined cars [All class C, except CSB]	1						1		1			18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]	1						1		1			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]	1						1		1	N/A		22
23		TOTAL (lines 17 to 22)	25						10	15	25			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)	25						10	15	25			29
30		COMPANY SERVICE CARS Business cars [PV]	15						15		15	N/A		30
31		Board outfit cars [MWX]	285				1	16	270		270	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	318					16	301	1	302	N/A		32
33		Dump and ballast cars [MWB, MWD]	1597				21	98	1520		1520	N/A		33
34		Other maintenance and service equipment cars	5122				33	152	4999	4	5003	N/A	6	34
35		TOTAL (lines 30 to 34)	7337				55	282	7105	5	7110	N/A	6	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 (a). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (j).

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

Line No.	Cross Check	Class of equipment and car designations (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)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1_ B2_)	91						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ B6_ B7_ B8_)	10,794					82	37
38		Equipped box cars (All Code A, Except A_5_)	14,779				114	2,021	38
39		Plain gondola cars (All Codes G & J_1, J_2, J_3, J_4)	7,508		257			634	39
40		Equipped gondola cars (All Code E)	4,017					78	40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	16,089					350	41
42		Open top hopper cars—general service (All Code H)	46,473					2,379	42
43		Open top hopper cars—special service (J_9, Q, and All Code K)	3,356					3	43
44		Refrigerator cars—mechanical (R_5, R_6, R_7, R_8, R_9)							44
45		Refrigerator cars—non-mechanical (R_0, R_1, R_2)	1,062					52	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8_)	1,712					367	46
47		Flat cars—multi-level (All Code V)	944				20	339	47
48		Flat cars—general service (F10, F20, F30)	458					4	48
49		Flat cars—other (F_1, F_2, F_3, F_4, F_5, F_6, F_8, F40)	1,700		249		1	59	49
50		Tank cars—under 22,000 gallons (T_0, T_1, T_2, T_3, T_4, T_5, Except T000)							50
51		Tank cars—22,000 gallons and over (T_6, T_7, T_8, T_9)		5					51
52		All other freight cars (A_5, F_7, All Code L and Q8_)	2,512					804	52
53		TOTAL (lines 36 to 52)	111,495	5	506		135	7,172	53
54		Caboose (All Code M-930)	N/A	551					54
55		TOTAL (lines 53, 54)	111,495	556	506		135	7,172	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 ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		7	84		84		4,610		36
37		2,602	7,304	970	8,274		633,958		37
38		531	16,381	2	16,383		1,231,826	19	38
39		736	7,663		7,663		666,652	197	39
40		11	4,084		4,084		384,507		40
41		463	15,976		15,976		1,581,186	75	41
42		2,811	46,041		46,041		4,570,674	646	42
43		4	3,355		3,355		304,252		43
44									44
45		676	438		438		29,788	18	45
46		935	1,144		1,144		63,940		46
47		348	955		955		42,959		47
48		46	416		416		33,197		48
49		99	1,874	36	1,910		172,115		49
50									50
51		1	4			4	400		51
52		395	2,921		2,921		185,158	4	52
53		9,665	108,640	1,008	109,644	4	9,905,222	959	53
54		92	459		N/A	459	N/A	10	54
55		9,757	109,099	1,008	109,644	463	9,905,222	969	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)	
FLOATING EQUIPMENT									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	3					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	4					57
58		TOTAL (lines 56 and 57)	N/A	7					58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis Z1__ Z67__ Z68__ Z69__		110	202				59
60		Dry van U2__ Z__ Z6__ 1-6		4,794	236			2	60
61		Flat bed U3__ Z3__		21					61
62		Open bed U4__ Z4__		1					62
63		Mechanical refrigerator U5__ Z5__							63
64		Bulk hopper U0__ Z0__		2					64
65		Insulated U7__ Z7__		4					65
66		Tank 1 Z0__ U6__							66
67		Other trailer and container (Special equipped dry van U9__ Z8__ Z9__)						15	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)		4,932	438			17	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56			3		N/A	3			56
57			4		N/A	4			57
58			7		N/A	7			58
59		2	310			310	0		59
60		289	4,743			4,743	233,698		60
61		1	20			20	819		61
62			1			1	46		62
63									63
64			2			2	80		64
65			4			4	186		65
66									66
67			15			15	659		67
68									68
69									69
70		292	5,095			5,095	235,488		70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR
(Dollars in Thousands)

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	SD 60 6-axle 4000 HP	4	796	5,393	P	1
2	GP 60 6-axle 3800 HP	49	7,044	60,875	P	2
3	Aluminum Coal Gondolas (GT)	257	6,045	13,505	P	3
4	Centerbeam Flats (FBC)	130	4,070	5,990	P	4
5	Centerbeam Flats (FBC)	119	3,740	4,998	P	5
6						6
7						7
8						8
9						9
10	Mark V Trailer (Z)	236	2,041	7,789	P	10
11	Bogies (Z)	202	1,172	3,400	P	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	997	N/A	101,950	N/A	25

REBUILT UNITS

26	100-Ton Boxcars (XP)	23	1,241	406	C	26
27	100-Ton Boxcars (XP)	24	1,431	511	C	27
28	100-Ton Boxcars (XP)	67	3,780	1,158	C	28
29	Multi-Level Flats w/ new Racks (FA)	20	1,094	712	C	29
30	Heavy Duty Flat (FM)	1	81	52	C	30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	135	N/A	2,839	N/A	38
39	GRAND TOTAL	1,132	N/A	104,789	N/A	39

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

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

Track category¹

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

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

1. Disclose the requested information pertaining to track and traffic conditions.

Line No	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No
1	A	4904	30.32	47.68	4	1
2	B	6055	11.99	46.02	53	2
3	C	2445	2.69	34.45	20	3
4	D	3562	0.21	25.19	115	4
5	E	6865	XXXXXXX	XXXXX		5
6	TOTAL	23831	13.48	39.81	192	6
7	F		XXXXXXX	XXXXX		7
8	Potential abandonments	331				8

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

731. 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										Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No
		New ties				Second-hand ties				Total (i)	Percent of spot maintenance (k)				
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)							
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)								
1	A	762518				64222			826740	3319352	1.2	1			
2	B	752114				67170			819284	2521969	1.2	2			
3	C	107051				32952			140003	366192	0.1	3			
4	D	77385				117526			194911	455132	0.1	4			
5	E	105542				231274			336816	4948829	4.4	5			
6	TOTAL	1804610				513144			2317754	11611474	7.0	6			
7	F											7			
8	Potential abandonments											8			

9. Average cost per cross-tie \$ 19.97 and switching (MBM) \$ 531.73

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 trunks, 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	T	31,986	15.20	486	325,882	497.05	162	New	1
2									2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	31,986	15.20	486	325,882	497.05	162		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid							.34	21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid							13.97	22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement

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

3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and 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	418.01	9.07	0.77	0.20	418.78	9.27		0.9	1	
2	B	45.93	1.00	208.24	54.17	254.17	55.17		4.5	2	
3	C	2.40	0.05	217.86	56.67	220.26	56.72		4.6	3	
4	D	0.20	—	108.48	28.22	108.68	28.22		2.3	4	
5	E	7.24	0.16	133.75	34.80	140.99	34.96		2.8	5	
6	TOTAL	473.78	10.28	669.10	174.06	1142.88	184.34		15.1	6	
7	F									7	
8	Potential Abandonments									8	
9	Average cost of new and relay rail laid in replacement per gross ton \$ <u>611.49</u> .. New \$ <u>174.62</u> relay.										9

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

(Dollars in Thousands)

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

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

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

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

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

Line No	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)		
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)			
1	1	132				132	77	37	476.62	1	
2										2	
3	4	132	27	3	117.06	132	1,130	161	142.48	3	
4										4	
5	4	131				131	66	8	117.05	5	
6										6	
7	4	130				130	384	62	162.67	7	
8										8	
9	1	115				115	3	1	358.89	9	
10										10	
11	4	115				115	387	45	116.88	11	
12										12	
13	4	112				112	28	3	115.54	13	
14										14	
15	4	110				110	829	98	117.85	15	
16										16	
17	1	100	10	11	1,069.90	100				17	
18										18	
19	4	100				100	82	10	116.35	19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	37	14	378.38	N/A	2,986	425	142.33	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									.34	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									13.97	35
36	Track-miles of welded rail installed on system this year 215.37 total to date 13,198.5										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	140	3.66			1
2	136	209.82			2
3	132	9494.02			3
4	131	571.86			4
5	130	430.92			5
6	115	1285.31			6
7	112	996.70			7
8	110	30.40			8
9	105	5.30			9
10	100	1064.60			10
11	90	297.73			11
12	85	462.40			12
13	80	100.47			13
14	75	183.23			14
15	70	43.20			15
16	68	3.83			16
17	65	2.61			17
18	63	0.24			18
19	60	5.00			19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
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 (i) give the percentage of replacements in units of property in each track category at year end.

Line No.	Track category (a)	Ties				Rail		Ballast Cubic yards of ballast placed	Track surfacing		Line No
		Number of ties replaced		Percent replaced	Miles of rail replaced (rail-miles) (f)	Percent replaced (g)	Miles surfaced (i)		Percent surfaced (j)		
		Crossties (b)	Switch and bridge ties (board feet) (c)							Crosstie (d)	
1	A	826740	3319352	5.8	428.05	4.4	1124568	2497.7	50.9	1	
2	B	819284	2521969	4.7	309.34	2.6	925674	1974.7	32.6	2	
3	C	140003	366192	2.0	276.98	5.7	214548	415.7	17.0	3	
4	D	194911	455132	1.9	136.90	1.9	196622	327.7	9.2	4	
5	E	336816	4948829	1.7	175.95	1.3	294950	430.4	6.3	5	
6	TOTAL	2317754	1611474	3.3	1327.22	2.8	2756362	5646.2	23.7	6	
7	F									7	
8	Potential abandonments									8	

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel Diesel oil (gallons) (b)	Line No.
1	Freight	261,505,336	1
2	Passenger		2
3	Yard switching	30,246,268	3
4	TOTAL	291,751,604	4
5	COST OF FUEL \$ (000)	\$ 195,898	5
6	Work Train	3,116,124	6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755-CONCLUDED

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

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

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

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

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

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

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

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

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

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)	14,721	23	1
		2. TRAIN MILES - RUNNING (B)	XXXXXXXX	XXXXXX	
2		2-01 UNIT TRAINS	3,183,150	XXXXXX	2
3		2-02 WAY TRAINS	8,273,004	XXXXXX	3
4		2-03 THROUGH TRAINS	26,346,229	62,912	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	37,802,383	62,912	5
6		2-05 MOTORCARS (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	37,802,383	62,912	7
		3. LOCOMOTIVE UNIT MILES (D)	XXXXXXXX	XXXXXX	
		ROAD SERVICE (E)	XXXXXXXX	XXXXXX	
8		3-01 UNIT TRAINS	10,759,129	XXXXXX	8
9		3-02 WAY TRAINS	18,082,085	XXXXXX	9
10		3-03 THROUGH TRAINS	74,720,455	62,912	10
11		3-04 TOTAL (lines 8-10)	103,561,669	62,912	11
12		3-11 TRAIN SWITCHING (F)	4,015,275	XXXXXX	12
13		3-21 YARD SWITCHING (G)	11,519,093		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	119,096,037	62,912	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	12	XXXXXX	15
16		4-011 BOX-PLAIN 50-FOOT AND LONGER	63,812	XXXXXX	16
17		4-012 BOX-EQUIPPED	119,977	XXXXXX	17
18		4-013 GONDOLA-PLAIN	41,914	XXXXXX	18
19		4-014 GONDOLA-EQUIPPED	16,829	XXXXXX	19
20		4-015 HOPPER-COVERED	103,449	XXXXXX	20
21		4-016 HOPPER-O/T-GENERAL SERVICE	374,927	XXXXXX	21
22		4-017 HOPPER-O/T-SPECIAL SERVICE	46,007	XXXXXX	22
23		4-018 REFRIGERATOR-MECHANICAL	3,586	XXXXXX	23
24		4-019 REFRIGERATOR-NON-MECHANICAL	9,673	XXXXXX	24
25		4-020 FLAT-TOFC/COFC	69,338	XXXXXX	25
26		4-021 FLAT-MULTI-LEVEL	13,451	XXXXXX	26
27		4-022 FLAT-GENERAL SERVICE	1,165	XXXXXX	27
28		4-023 FLAT-ALL OTHER	20,041	XXXXXX	28
29		4-024 ALL OTHER CAR TYPES	75,797	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	959,978	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	13	XXXXXX	31
32		4-111 BOX-PLAIN 50-FOOT AND LONGER	60,071	XXXXXX	32
33		4-112 BOX-EQUIPPED	116,917	XXXXXX	33
34		4-113 GONDOLA-PLAIN	48,662	XXXXXX	34
35		4-114 GONDOLA-EQUIPPED	19,479	XXXXXX	35
36		4-115 HOPPER-COVERED	106,187	XXXXXX	36
37		4-116 HOPPER-O/T-GENERAL SERVICE	370,579	XXXXXX	37
38		4-117 HOPPER-O/T-SPECIAL SERVICE	47,477	XXXXXX	38
39		4-118 REFRIGERATOR-MECHANICAL	2,668	XXXXXX	39
40		4-119 REFRIGERATOR-NON-MECHANICAL	8,346	XXXXXX	40
41		4-120 FLAT-TOFC/COFC	13,630	XXXXXX	41
42		4-121 FLAT-MULTI-LEVEL	9,546	XXXXXX	42
43		4-122 FLAT-GENERAL SERVICE	2,045	XXXXXX	43
44		4-123 FLAT-ALL OTHER	22,593	XXXXXX	44
45		4-124 ALL OTHER CAR TYPES	8,266	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	836,479	XXXXXX	46
		4-13 PRIVATE LINE CARS - LOADED (H)	XXXXXXXX	XXXXXX	
47		4-130 BOX-PLAIN 40-FOOT		XXXXXX	47
48		4-131 BOX-PLAIN 50-FOOT AND LONGER	10,520	XXXXXX	48
49		4-132 BOX-EQUIPPED	85	XXXXXX	49
50		4-133 GONDOLA-PLAIN	423	XXXXXX	50
51		4-134 GONDOLA-EQUIPPED	21	XXXXXX	51
52		4-135 HOPPER-COVERED	85,421	XXXXXX	52
53		4-136 HOPPER-O/T-GENERAL SERVICE	976	XXXXXX	53
54		4-137 HOPPER-O/T-SPECIAL SERVICE	277	XXXXXX	54
55		4-138 REFRIGERATOR-MECHANICAL		XXXXXX	55
56		4-139 REFRIGERATOR-NON-MECHANICAL	973	XXXXXX	56
57		4-140 FLAT-TOFC/COFC	178,577	XXXXXX	57
58		4-141 FLAT-MULTI-LEVEL	76,019	XXXXXX	58
59		4-142 FLAT-GENERAL SERVICE	108	XXXXXX	59
60		4-143 FLAT-ALL OTHER	8,958	XXXXXX	60
61		4-144 TANK UNDER 22,000 GALLONS	102,077	XXXXXX	61
62		4-145 TANK - 22,000 GALLONS AND OVER	31,258	XXXXXX	62
63		4-146 ALL OTHER CAR TYPES	326	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	496,019	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		XXXXXX	65
66		4-151 BOX-PLAIN 50-FOOT AND LONGER	4,233	XXXXXX	66
67		4-152 BOX-EQUIPPED	91	XXXXXX	67
68		4-153 GONDOLA-PLAIN	413	XXXXXX	68
69		4-154 GONDOLA-EQUIPPED	28	XXXXXX	69
70		4-155 HOPPER-COVERED	87,449	XXXXXX	70
71		4-156 HOPPER-O/T-GENERAL SERVICE	716	XXXXXX	71
72		4-157 HOPPER-O/T-SPECIAL SERVICE	373	XXXXXX	72
73		4-158 REFRIGERATOR-MECHANICAL		XXXXXX	73
74		4-159 REFRIGERATOR-NON-MECHANICAL	985	XXXXXX	74
75		4-160 FLAT-TOFC/COFC	33,129	XXXXXX	75
76		4-161 FLAT-MULTI-LEVEL	52,923	XXXXXX	76
77		4-162 FLAT-GENERAL SERVICE	121	XXXXXX	77
78		4-163 FLAT-ALL OTHER	10,498	XXXXXX	78
79		4-164 TANK UNDER 22,000 GALLONS	100,291	XXXXXX	79
80		4-165 TANK - 22,000 GALLONS AND OVER	33,165	XXXXXX	80
81		4-166 ALL OTHER CAR TYPES	284	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	324,699	XXXXXX	82
83		4-17 WORK EQUIPMENT CAR-MILES	31,301	XXXXXX	83
84		4-18 NO PAYMENT CAR-MILES (I) *	64,291	XXXXXX	84
		4-19 TOTAL CAR-MILES BY TRAIN TYPE	XXXXXXXX	XXXXXX	
85		4-190 UNIT TRAINS	270,513	XXXXXX	85
86		4-191 WAY TRAINS	166,961	XXXXXX	86
87		4-192 THROUGH TRAINS	2,275,293	XXXXXX	87
88		4-193 TOTAL (lines 85-87)	2,712,767	XXXXXX	88
89		4-20 CABOOSE MILES	12,647	XXXXXX	89

* Total number of loaded miles 62,394 and empty miles 4,162 by roadrailer reported above on lines 29 and 45 respectively, rather than line 84.

Note: Total car miles should include no payment and work equipment car miles lines 83 & 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	16,749,173	8,179	98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	22,498,292	XXXXXX	99
100		6-021 WAY TRAINS	12,012,615	XXXXXX	100
101		6-022 THROUGH TRAINS	160,149,084	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.		31,187	102
103		6-04 NON-REVENUE	1,831,786	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	213,240,950	39,366	104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	256,450	XXXXXX	105
106		7-02 NON-REVENUE	1,181	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	257,631	XXXXXX	107
		8. TON-MILES OF FREIGHT (Thousands) (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	104,074,524	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	104,074,524	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	214,053	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	214,053	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	104,288,577	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	1,994,817	XXXXXX	115
116		9-02 TRAIN SWITCHING	304,909	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	1,292,195	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	876,267	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	534,105	XXXXXX	120
121		12-02 WAY TRAINS	2,536,226	XXXXXX	121
122		12-03 THROUGH TRAINS	5,602,491	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	1,116,330	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	658,285	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	255,551	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	42,366,000	XXXXXX	126
127		16-02 MARINE TERMINALS - ORE		XXXXXX	127
128		16-03 MARINE TERMINALS - OTHER		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	42,366,000	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	18,389	XXXXXX	130
131		17-02 UNSERVICEABLE	305	XXXXXX	131
132		17-03 SURPLUS	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	18,694	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)

Commonwealth of Virginia
City of Norfolk

L. I. Prillaman, Jr. makes oath and says that he is Vice President and Controller of Norfolk Southern Combined Railroad Subsidiaries (see page 4 of ICC Annual Report R-1); 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, 1991, to and including December 31, 1991.


(Signature of affiant)

Subscribed and sworn to before me a Notary Public in and for the State and City above named, this 28th day of April, 1992.
My commission expires December 31, 1993

Use an
LS.
impression seal

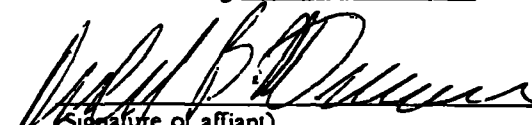

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

Commonwealth of Virginia
City of Norfolk

Arnold B. McKinnon makes oath that says that he is President and Chief Executive Officer of Norfolk Southern Combined Railroad Subsidiaries (see page 4 of ICC Annual Report R-1); 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, 1991, to and including December 31, 1991.


(Signature of affiant)

Subscribed and sworn to before me a Notary Public in and for the State and City above named, this 28th day of April, 1992.
My commission expires December 31, 1993.

Use an
LS.
impression seal


(Signature of officer authorized to administer oaths)

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