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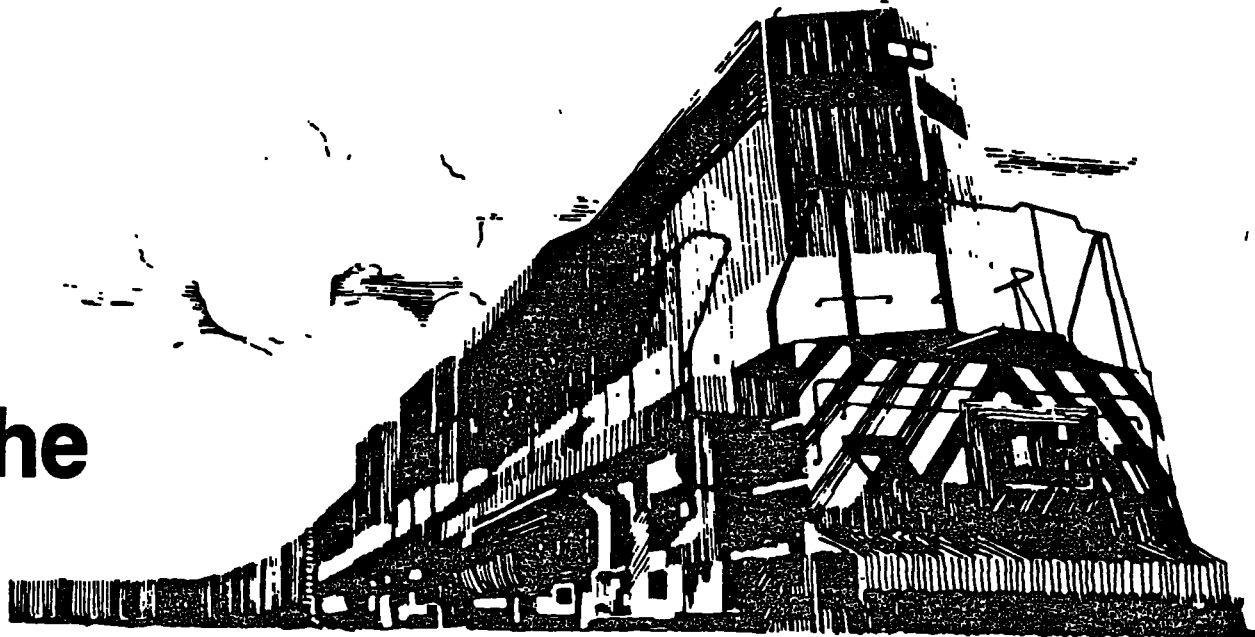
annual report

NORFOLK SOUTHERN COMBINED
RAILROAD SUBSIDIARIES
THREE COMMERCIAL PLACE
NORFOLK, VA 23510-2191

Correct name and address if different than shown.

Full name and address of reporting carrier.
(Use mailing label on original, copy in full on duplicate.)

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1992

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)(3) of this title apply. Pub. L. 95-473, Oct. 17, 1978, 92 Stat. 1427; Pub. L. 96-296, § 3(b), July 1, 1980, 94 Stat. 796.

(49) U.S.C. 11901. (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 (or 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 as 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 parentheses.

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 lesser 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 lesser 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.

For Index, See back of book

ANNUAL REPORT

OF

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1992

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

(Name) J. P. Rathbone (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 ythe 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, \$ 50 stated value 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 16,668,997 and TCS 500 votes as of December 31, 1992 (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	Second	First	
1	Norfolk Southern Railway:						1
2	Norfolk Southern Corp.	Norfolk, VA	16,666,997	16,666,997		*	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, 1992, 1,197,131 shares of \$2.50 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 - Continued10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. NSR-16,668,997 & TCS-50011. Give the date of such meeting. NSR - May 26, 1992 and TCS October 16, 199212. 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>
Norfolk and Western Railway Company	Airforce Pipeline, Inc.
Norfolk Southern Railway Company	Atlanta and Charlotte Air Line Railway Company, The
	Chattanooga Terminal Railway Company
	Citico Realty Company
<u>Class II</u>	Elberton Southern Railway Company
Alabama Great Southern Railroad Company, The	15th & K Associates
Central of Georgia Railroad Company	Georgia Midland Railway Company, The
Cincinnati, New Orleans and Texas Pacific Railway Company, The	High Point, Randleman, Asheboro and Southern Railroad Company
Georgia Southern and Florida Railway Company	Lake Erie Dock Company
<u>Class III</u>	Memphis and Charleston Railway Company
Atlantic and East Carolina Railway Company	Mobile and Birmingham Railroad Company
Camp Lejeune Railroad Company	North Carolina Midland Railroad Company, The
Chattanooga Station Company	Rail Investment Company
Chesapeake Western Railway	Shenandoah-Virginia Corporation
Georgia Northern Railway Company, The	South Western Rail Road Company, The
Interstate Railroad Company	Southern Rail Terminals, Inc.
Live Oak, Perry and South Georgia Railway Company	Southern Rail Terminals of Alabama, Inc.
Louisiana Southern Railway Company	Southern Rail Terminals of North Carolina, Inc.
New Orleans Terminal Company	Southern Railway - Carolina Division
Norfolk and Portsmouth Belt Line Railroad Company	Southern Region Coal Transport, Inc.
St. Johns River Terminal Company	Southern Region Industrial Realty, Inc.
State University Railroad Company	Southern Region Materials Supply, Inc.
Tennessee, Alabama & Georgia Railway Company	Southern Region Motor Transport, Inc.
Tennessee Railway Company	Triple Crown Services, Inc.
	Virginia and Southwestern Railway Company
	Yadkin Railroad Company

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash and Cash Equivalents	14,583	44,024	1
2		702	Temporary Cash Investments	52,537	95,496	2
3		703	Special Deposits			3
			Accounts Receivable			
4		704	- Loan and Notes	3,497	523	4
5		705	- Interline and Other Balances	7,176	12,753	5
6		706	- Customers	256,512	241,289	6
7		707	- Other	36,496	40,896	7
8		709, 708	- Accrued Accounts Receivables	219,388	222,605	8
9		708.5	- Receivables from Affiliated Companies	117,596	28,468	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(9,993)	(9,761)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	126,777	141,752	11
12		712	Materials and Supplies	73,371	64,695	12
13		713	Other Current Assets	10,514	9,254	13
14			TOTAL CURRENT ASSETS	908,454	891,993	14
Other Assets						
15		715, 716, 717	Special Funds	19,618	23,216	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	200,873	212,193	16
17		722, 723	Other Investments and Advances	255,679	185,222	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) \$20,178 and \$20,683 respectively	219,347	214,371	19
20		739, 741	Other Assets	7,388	13,213	20
21		743	Other Deferred Debits	3,121	3,618	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	706,026	651,833	23
Road and Equipment						
24		731, 732	Road (Schedule 330, L-30 Col. h & b)	7,306,392	6,979,224	24
25		731, 732	Equipment (Schedule 330, L-39 Col. h & b)	4,292,158	4,232,059	25
26		731, 732	Unallocated Items	186,420	281,901	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(3,736,563)	(3,692,078)	27
28			Net Road and Equipment	8,048,407	7,801,106	28
29			TOTAL ASSETS	9,662,887	9,344,932	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 begin- ning 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	1,193	2,689	31
32		753	Audited Accounts and Wages	32,521	36,565	32
33		754	Other Accounts Payable	3,793	7,464	33
34		755, 756	Interest and Dividends Payable	20,619	14,098	34
35		757	Payables to Affiliated Companies	-	-	35
36		759	Accrued Accounts Payable	441,592	492,851	36
37		760, 761, 761.5, 762	Taxes Accrued	162,898	160,433	37
38		763	Other Current Liabilities	74,818	67,705	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	82,544	87,219	39
40			TOTAL CURRENT LIABILITIES	847,178	896,224	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	152,904	154,272	41
42		766	Equipment Obligations	517,497	536,533	42
43		766.5	Capitalized Lease Obligations	2,326	3,553	43
44		768	Debt in Default	-	-	44
45		769	Accounts Payable; Affiliated Companies	-	-	45
46		770.1, 770.2	Unamortized Debt Premium	(5,164)	(5,060)	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Government Authorities	-	-	48
49		786	Accumulated Deferred Income Tax Credits	2,638,708	2,576,222	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	819,220	824,223	50
51			TOTAL NONCURRENT LIABILITIES	4,125,491	4,089,743	51
Shareholders' Equity						
52		791, 792	Total Capital Stock: (Schedule 230, L-53 & 54)			52
53			Common Stock	166,690	166,690	53
54			Preferred Stock	-	-	54
55			Discount on Capital Stock	-	-	55
56		794, 795	Additional Capital (Schedule 230)	513,757	513,837	56
Retained Earnings:						
57		797	Appropriated	17,236	17,236	57
58		798	Unappropriated (Schedule 220)	3,992,535	3,661,202	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60		798.5	Less Treasury Stock	-	-	60
61			Net Stockholders' Equity	4,690,218	4,358,965	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	9,662,887	9,344,932	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	\$
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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 NONE \$

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

(1) 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 X 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 X No If yes, who determines how stock is voted? The Chairman of the Board of Managers is authorized to give instructions to the Board of Managers' nominee regarding the execution of general proxies.

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 \$ 8.4 million

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.)

Lawsuits

Norfolk Southern Railway Company and certain subsidiaries are defendants in numerous lawsuits relating principally to railroad operations. While the final outcome of these lawsuits 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 consolidated financial position of NS Rail.

Environmental Matters

NS Rail is subject to various jurisdictions' environmental laws and regulations. Several years ago, it established an Environmental Protection Department to handle environmental issues. Like many companies, Norfolk Southern Railway Company and certain rail subsidiaries have received notices from the Environmental Protection Agency (EPA) that these companies are potentially responsible parties under the Comprehensive Environmental Response, Compensation and Liability Act (Superfund) and may be required to share in the cost to clean up certain sites identified by the EPA.

For Superfund sites and other environmental incidents, where a loss is probable, NS Rail has recorded an estimated liability. It is the opinion of Management that the ultimate liability for these matters will not materially affect the consolidated financial position of NS Rail.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities. See 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>1992</u>	<u>1991</u>
	(In millions of dollars)	
Service cost-benefits earned during the year	\$ 10.8	\$ 9.8
Interest cost on projected benefit obligation	57.5	57.5
Actual return on assets in plans	(68.6)	(208.7)
Net amortization and deferral	<u>7.0</u>	<u>138.8</u>
Net pension credit	<u>\$ (7.3)</u>	<u>\$ (2.6)</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>1992</u>	<u>1991</u>
Discount rate for determining benefit obligations:		
Pension cost	8%	8.5%
Funded status	8.25%	8%
Future salary increases	6%	6%
Return on assets in the plan	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>1992</u>	<u>1991</u>
	(In millions of dollars)	
Actuarial present value of benefit obligations:		
Vested benefits	\$ 644.2	\$ 665.4
Nonvested benefits	<u>0.1</u>	<u>0.3</u>
Accumulated benefit obligation	644.3	665.7
Effect of anticipated future salary increases	<u>96.2</u>	<u>84.4</u>
Projected benefit obligation	740.5	750.1
Fair value of assets in plans	<u>891.3</u>	<u>896.3</u>
Funded status	150.8	146.2
Unrecognized initial net asset	(60.1)	(68.5)
Unrecognized gain	(159.4)	(142.8)
Unrecognized prior service cost	<u>10.3</u>	<u>11.5</u>
Net pension liability included in the balance sheets	<u>\$ (58.4)</u>	<u>\$ (53.6)</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 has been recognized by expensing actual payments, which were \$20.3 million, \$18.5 million and \$16.8 million in 1992, 1991 and 1990, respectively (beginning with 1993, the cost of these benefits will be accrued during the employees' creditable service years; see Note 13, "New Statements of Financial Accounting Standards," on page 12). 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 projected actuarial liability to fund current-year medical payments for retirees. In

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

NOTES TO FINANCIAL STATEMENTS

3. Pension Plans and Other Postretirement Benefits (continued)

December 1992 and 1991, \$15.0 million and \$14.5 million, respectively, was transferred from this account to reimburse NS for such payments. NS contributed equal amounts to a Voluntary Employee Beneficiary Association account in those years to fund future medical costs for retirees.

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

	December 31.	
	1992	1991
	(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
Trailer Train Company, 6-1/2% Note, 04/17/97	308	308
	<u>\$ 597</u>	<u>\$ 597</u>

8. Marketable Equity Securities

	December 31.	
	1992	1991
	(In millions of dollars)	
Marketable equity securities, carried at lower of cost or market	\$ 20.6	\$ 20.6

At December 31, 1992 and 1991, the market value of marketable equity securities which consist principally of 7,252,634 shares of NS common stock, was \$444.6 million and \$431.0 million, respectively.

9. Business Organization and Structure

Norfolk Southern Railway Company is the 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 Form R-1 financial information is in the configuration of shareholders' equity, as NW had previously been included as part of NS Rail.

10. Related Parties

General

NS is the parent holding company of NS Rail. The costs 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. 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,	
	1992	1991
	(In millions of dollars)	
Due from NS:		
Short-term advances	\$ 117.6	\$ 28.5
Long-term advances	\$ 161.4	\$ 161.4

Intercompany Federal Income Tax Accounts

In accordance with the NS Tax Allocation Agreement, intercompany federal income tax accounts are recorded between companies in the NS consolidated group. At December 31, 1992 and 1991, NS Rail had intercompany federal income tax payables (which are included in Other long-term liabilities on Schedule 200) of \$113.8 million and \$60.8 million, respectively.

Cash Required for NS Stock 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. Purchases under the programs initially were made with internally generated cash. Beginning in May 1990, NS financed some purchases with proceeds from the sale of commercial paper notes. As of December 31, 1992 and 1991, NS had recorded \$520.5 million and \$641.8 million, respectively, of notes under this program. In March 1991, NS issued \$250.0 million of long-term notes and, in February 1992, NS issued an additional \$250 million of long-term notes in part to repay a portion of the commercial paper notes, as well as to fund additional stock purchases.

On January 29, 1992, NS announced that, primarily related to issues surrounding the 1991 special charge (see Note 14 on page 13), the purchase program would continue, but at a slower pace and over a longer authorized period, with actual purchases dependent on market conditions, the economy, cash needs and alternative investment opportunities. Since the first purchases in December 1987 and through December 31, 1992, NS has purchased and retired 51,469,100 shares of its common stock under these programs at a cost of \$2.0 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.

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.

11. Freight Rates and Regulated Traffic

During the period January 1, 1988, through December 31, 1992, the ICC, pursuant to statutory authority, continued to publish a quarterly index tracking rail costs. During this five-year period, chiefly because of an adjustment to reflect rail productivity gains adopted by the ICC in 1989, the cumulative effect on rate increase

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS****11. Freight Rates and Regulated Traffic (continued)**

authority has been negative. However, during this period, NS Rail was able to implement some relatively broad revenue improvement rate increases unrelated to the ICC cost index. For example, in 1989 selective commodity increases for revenue improvement were implemented, ranging from 1.5 to 5 percent, and in 1990, two selective increases, of up to 5 percent (January 1) and up to 4 percent (October 1), were implemented on merchandise traffic.

Because of the negative progression of the ICC cost recovery index previously mentioned, in mid-year 1990, NS Rail discontinued use of this index as an adjustment mechanism for most merchandise tariff rates and moved to other more representative indices to reflect cost-related merchandise tariff adjustments on all traffic. Early in 1992, NS Rail also discontinued use of the ICC cost recovery rate increase procedures on coal traffic rates.

In the pricing of its freight service, NS Rail continues to increase its reliance on private contracts which, coupled with traffic which has been exempted from regulation by the ICC (e.g., boxcar and intermodal traffic), presently account for approximately 80 percent of freight operating revenues. Thus a major portion of NS Rail's freight business is no longer economically regulated by the government. Market forces have been substituted for this government regulation.

In 1989 and 1990, the ICC found NS Rail "revenue adequate" based on results of the years 1988 and 1989, respectively. In 1991 and 1992, however, the ICC found NS Rail revenue inadequate based on 1990 and 1991 results. A railroad is "revenue adequate" under the Interstate Commerce Act when its return on net investment exceeds the rail industry's cost of capital. The condition of "revenue adequacy" determines whether a railroad can take advantage of a provision in the Interstate Commerce Act allowing freedom to increase regulated rates by a specific percentage. However, with the decreasing importance of regulated tariff traffic to NS Rail, the ICC's "revenue adequacy" findings have less impact than formerly.

12. Balance Sheet Classification

Beginning in 1991, the 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 income statement effect, resulted in large offsetting declines in Accounts receivable (line 15) and Current liabilities other than debt (line 17) in Schedule 240, Statement of Cash Flows for 1991.

13. New Statements of Financial Accounting Standards (SFAS)

"Employers' Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106) was issued in December 1990. This standard, which is effective for 1993, significantly changes the prevalent current "pay-as-you-go" practice of accounting for postretirement benefits (see Note 3 on page 9). SFAS 106 will require accrual of the expected postretirement benefit during the employees' service years. SFAS 106 allows for a one-time cumulative adjustment or for phase-in recognition of the transition obligation. "Employers' Accounting for Postemployment Benefits" (SFAS 112) was issued in November 1992. This standard, which must be implemented by 1994, requires accrual for benefits provided to former or inactive employees after employment but before retirement. For NS Rail, this consists principally of disability benefits. SFAS 112 requires a one-time cumulative adjustment to record this obligation. NS Rail will adopt SFAS 106 and SFAS 112 in the first quarter of 1993 as a cumulative adjustment. Management estimates that these adjustments will reduce pretax income in the range of \$320-\$365 million and net income by \$199-\$227 million, respectively. Substantially all of the adjustment relates to SFAS 106, postretirement benefits.

"Accounting for Income Taxes" (SFAS 109) was issued in February 1992 and superseded a previous standard which many companies, including NS Rail, never implemented due to numerous unresolved issues and postponements of the effective date. SFAS 109 significantly changes the method of accounting for deferred income taxes from the deferred method to the asset and liability method, which shifts emphasis from the

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-Concluded**NOTES TO FINANCIAL STATEMENTS****13. New Statements of Financial Accounting Standards (SFAS) (continued)**

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 required asset and liability method will value deferred taxes for the temporary differences between the financial reporting basis and the tax basis of a company's assets and liabilities at currently enacted tax rates. Under the new accounting requirements, income tax expense in years in which corporate tax rates are changed may significantly decrease or increase net income. NS Rail will implement SFAS 109 in the first quarter of 1993 as a cumulative adjustment which Management estimates will increase net income in the range of \$450-\$500 million.

14. Special Charge in 1991

Included in fourth quarter 1991 results was 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 were 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 concerned 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 were eliminated as a result of the restructured crew size are entitled to protective pay and may be offered voluntary separation incentives. Related to crew-consist changes, separate agreements were reached concerning a buy out of certain productivity funds (payments to train service employees whenever a train operates with a reduced crew). Employees participating in productivity funds electing to be bought out each received an initial payment of \$20,000 and will receive \$40,000 upon termination of employment. The labor portion of the special charge amounted to \$450 million and represented the estimated cost of achieving the productivity gains provided by these new agreements.

Property

The property portion of the special charge, which amounted to \$33 million, provided for marginally productive railroad property which was 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.

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

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

NOTES TO FINANCIAL STATEMENTS

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	3,655,251	3,530,134	3,655,251		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-Related	-	-	-		3
4		(104) Switching	67,321	59,826	67,321		4
5		(105) Water Transfers	-	-	-		5
6		(106) Demurrage	23,011	25,726	23,011		6
7		(110) Incidental	31,735	38,275	31,735		7
8		(121) Joint Facility-Credit (Debit)	(332)	(6)	(332)		8
9		(122) Joint Facility-Debit (Credit)	(1)	(16)	(1)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,776,987	3,653,971	3,776,987		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)	3,776,987	3,653,971	3,776,987		13
14	*	(531) Railway operating expenses	2,850,839	3,345,470	2,850,839		14
15	*	Net revenue from railway operations	926,148	308,501	926,148		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	3,755	4,633			16
17		(510) Miscellaneous rent income	18,772	17,025			17
18		(512) Separately operated properties-Profit	-	-			18
19		(513) Dividend Income (cost method)	13,391	13,051			19
20		(514) Interest Income	18,209	34,004			20
21		(516) Income from sinking and other funds	1,260	1,461			21
22		(517) Release of premiums on funded debt	7	11			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	63,035	71,421			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	-	-			25
26		b. Equity in undistributed earnings (losses)	982	2,703			26
27		TOTAL OTHER INCOME (lines 16-26)	119,411	144,309			27
28		TOTAL INCOME (lines 15, 27)	1,045,559	452,810			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	13,107	12,701			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	9,110	13,457			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	22,217	26,158			36
37		Income available for fixed charges (lines 28, 36)	1,023,342	426,652			37

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

Line No.	Cross Check	Item	Amount for current year (b)	Amount for preceding year (c)	Line No.
		(a)			
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	47,187	51,525	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	50,330	50,667	40
41		(548) Amortization of discount on funded debt	548	492	41
42		TOTAL FIXED CHARGES (lines 38-41)	98,065	102,684	42
43		Income after fixed charges (lines 37, 42)	925,277	323,968	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest	357	386	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	924,920	323,582	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	•	(a) Federal income taxes	214,020	234,724	47
48	•	(b) State income taxes	31,108	30,496	48
49	•	(c) Other income taxes	-	-	49
50	•	(557) Provision for deferred taxes	79,408	(165,161)	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	324,536	100,059	51
52		Income from continuing operations (lines 46+51)	600,384	223,523	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)	600,384	223,523	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)	600,384	223,523	61
		Reconciliation of net railway operating income (NROI)			
62		Net revenues from railway operation	926,148	308,501	62
63	•	(556) Income taxes on ordinary income (-)	(245,128)	(265,220)	63
64	•	(557) Provision for deferred income taxes (-)	(79,408)	165,161	64
65		Income from lease of road and equipment (-)	-	-	65
66		Rent for leased roads and equipment (+)	14,135	14,135	66
67		Net railway operating income (loss)	615,747	222,577	67

* 616,878

CORRECTED PER
* L-TR DTD 4/16/93
G.S. 4/20/93

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 (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
		(a)	(b)	(c)	
1		Balances at beginning of year	3,661,202		1
2	(601.5)	Prior period adjustments to beginning retained earnings	-		2
		CREDITS			
3	• (602)	Credit balance transferred from income	600,384		3
4	(603)	Appropriations released	-		4
5	(606)	Other credits to retained earnings	-		5
6		TOTAL	600,384		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	269,051		11
12		Preferred stock (1)	-		12
13		TOTAL	269,051		13
14		Net increase (decrease) during year (line 6 minus line 13)	331,333		14
15	•	Balances at close of year (lines 1, 2 & 14)	3,992,535		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	3,992,535	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 Account 616 \$ None			23

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

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	16,668,997		16,668,997	\$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), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital (h)	Line No.
		Number of Shares (b)	Amount (c)	Number of Shares (d)	Amount (e)	Number of Shares (f)	Amount (g)		
11	Balance at beginning of year							\$513,837	11
12	Capital Stock Sold (1)								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled							(80)	14
15									15
16									16
17	Balance at close of year				\$166,690			\$513,757	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	600,384	223,523	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	(14,773)	(22,860)	11
12		Depreciation and amortization expenses	340,654	358,908	12
13		Increase (decrease) in provision for deferred income taxes	79,408	(165,161)	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(982)	(2,703)	14
15		Decrease (increase) in accounts receivable	(4,772)	125,761	15
16		Decrease (increase) in materials and supplies, and other current assets	(11,911)	(15,970)	16
17		Increase (decrease) in current liabilities other than debt	(4,371)	(137,179)	17
18		Increase (decrease) in other-net	(34,739)	344,662	18
19		Net cash provided from continuing operations (Lines 10-18)	948,898	708,981	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)	948,898	708,981	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	41,229	41,847	22
23		Capital expenditures	(619,387)	(654,522)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	42,959	41,147	24
25		Proceeds from sale/repayment of investment and advances	7,606	113,023	25
26		Purchase price of long-term investment and advances	(69,324)	(55,084)	26
27		Net decrease (increase) in sinking and other special funds	3,598	(5,850)	27
28		Other-net	(89,128)	(96,048)	28
29		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(682,447)	(615,487)	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	63,300	123,759	30
31		Principal payments of long-term debt	(90,141)	(99,721)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(269,051)	(249,798)	34
35		Other-net	-	-	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(295,892)	(225,760)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	(29,441)	(132,266)	37
38		Cash and cash equivalents at beginning of the year	44,024	176,290	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	14,583	44,024	39
		Footnotes to Schedule 240 Cash paid during the year for:			
40		Interest (net of amount capitalized)*	55,487	76,507	40
41		Income taxes (net)*	191,414	261,019	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	7,176	1
2	Customers (706)	Schedule 200, line 6, column b	256,512	2
3	Other (707)	Note A	36,496	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	300,184	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,776,987	5
6	Rent Income	Note B	142,696	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,919,683	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	10,888	8
9	Days of Operating Revenue in 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	1,193	11
12	Audited Accounts and Wages Payable (753)	Note A	32,521	12
13	Accounts Payable-Other (754)	Note A	3,793	13
14	Other Taxes Accrued (761.5)	Note A	97,451	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	134,958	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,850,839	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	339,680	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,653,855	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	7,372	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	18	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	25	21
22	Cash Working Capital Required	Line 21 x line 19	184,300	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	67,120	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	67,120	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	73,371	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	73,371	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	140,491	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.

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." Abbreviations in common use in standard financial publications may 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				Kansas City Terminal Rwy. (2)	8.33	2
3				Peoria and Pekin Union Rwy. (3)	15.00	3
4				Winston-Salem Southbound Rwy. Co. (4)	50.00	4
5				Terminal Railroad Association of St. Louis (5)	12.50	5
6				Trailer-Train Co. (6)	8.80	6
7				Algers Winslow & Western Rwy. Co. (7)	50.00	7
8				Augusta & Summerville RR Co. (8)	50.00	8
9				Central Transfer Rwy. and Storage Co. (9)	50.00	9
10				North Charleston Terminal Co. (10)	33.33	10
11				Woodstock & Blockton Ry. (11)	50.00	11
12				Chatham Terminal Co. (12)	50.00	12
13				Beaver Street Tower Co. (13)	25.00	13
14				Iowa Transfer Ry Co.		14
15						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			X	Norfolk Southern Corp.		21
22						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%

(6) 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		1,160	1,939		20		1
2	-			-				2
3	157			157				3
4	623			623				4
5	330			330				5
6	309			309				6
7	85			85				7
8	28			28				8
9	19			19				9
10	35			35				10
11	120			120				2 11
12	19			19				12
13	-			-				13
14	16			16				14
15								15
16								16
17	4,840		1,160	3,680		20		2 17
18								18
19								19
20	240			240		226		20
21	20,566			20,566			13,055	21
22								22
23	20,806			20,806		226	13,055	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%

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				Kansas City Terminal Rwy.		2
3				Terminal Railroad Association of St. Louis		3
4				Central Transfer Ry. & Storage Co.		4
5				North Charleston Terminal Co.		5
6				Chatham Terminal Co.		6
7				Beaver St. Tower Co.		7
8				Woodstock & Blocton Ry.		8
9						9
10				Total E-1		10
11						11
12						12
13		E-3	X	Pocahontas Land Corp.		13
14			X	Norfolk Southern Corporation		14
15						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) 33.33	24
25			VI	CNS Limited Partnership	(h) 50.00	25
26				Total		26
27						27
28				Total 721		28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

-- 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%; OTC Group, 5%
- (d) CK Northmont Ltd., 50%
- (e) CK Northmont Ltd., 50%
- (f) CK-Childress-Klein #12, 50%
- (g) CK Charlotte Hotel Ltd., 33.33%; First Union Development Corp. Ltd., 33.33%
- (h) OTC Group, 50%

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			8	1
2	3,215		39	3,176				2
3	1,698		243	1,455				3
4	25			25				4
5	45			45			1	5
6	5			5			1	6
7	5			5				7
8	10			10				8
9								9
10	5,217		282	4,935			10	10
11								11
12								12
13	35,000		5,000	30,000				13
14	161,378			161,378			7,737	14
15								15
16	196,378		5,000	191,378			7,737	16
17								17
18	-			-				18
19	*			*				19
20	(7,552)		166	(7,718)				20
21	(54)	54		-				21
22				-				22
23	(19,487)		3,025	(22,512)				23
24	(987)		1,715	(2,702)				24
25	1,155		2	1,153				25
26	(26,925)	54	4,908	(31,779)				26
27								27
28								28
29	203,580	54	11,350	192,284		246	21,034	29
30								30
31								31
32								32
33				(246)	721.5 Total			33
34				8,935	Sch. 310A Total			34
35				200,873				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.	7,578	(500)	394			7,472	2
3	Augusta and Summerville	56					56	3
4	Central Transfer and Storage Co.	6	(1)	1			6	4
5	Algiers Winslow and Western	1,211	(499)	587			1,299	5
6	Woodstock and Blocton	8	(6)				2	6
7	Total Carriers	8,859	(1,006)	982			8,835	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

Column (d) Other Credits	27,999	Transfer of Reserve Excess from Equipment to Road.
	64,611	Transfer of Reserve for Leased Road
	<u>92,610</u>	

Column (f) Other Debits	<u>27,999</u>	Transfer of Reserve Excess from Equipment to Road.
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Reconciliation of Depreciation Expense to Schedule 410:

Road

	172,811	Schedule 410
	<u>2,684</u>	Shop Mach.
	<u>175,495</u>	
Line 30, Schedule 335	166,521	
Line 30, Schedule 339	165	
Line 39, Schedule 342	<u>8,809</u>	
	<u>175,495</u>	

Equipment

	166,869	Schedule 410
	<u>(2,684)</u>	Shop Mach.
	<u>164,185</u>	Schedule 335, Line 40

Reconciliation of Accumulated Depreciation and Amortization to Schedule 200:

Schedule 335, Line 41, Column (g)	3,653,126	
Schedule 342, Line 39, Column (g)	<u>83,437</u>	
	<u>3,736,563</u>	Schedule 200, Line 27, Column (b)

Schedule 342

Column (f) Other Debits	<u>64,611</u>	Transfer of Reserve from Leased to Owned Property as a Result of the Merger of Wabash Railway.
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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	133,471			1
2		(3) Grading	454,272			2
3		(4) Other, right-of-way expenditures	4,161			3
4		(5) Tunnels and subways	42,109			4
5		(6) Bridges, trestles, and culverts	495,518			5
6		(7) Elevated structures	0			6
7		(8) Ties	1,350,503			7
8		(9) Rail and other track material	2,362,939			8
9		(11) Ballast	594,408			9
10		(13) Fences, snow sheds, and signs	6,764			10
11		(16) Station and office buildings	199,345			11
12		(17) Roadway buildings	29,189			12
13		(18) Water stations	1,912			13
14		(19) Fuel stations	12,195			14
15		(20) Shops and enginehouses	159,194			15
16		(22) Storage warehouses	851			16
17		(23) Wharves and docks	3,602			17
18		(24) Coal and ore wharves	91,271			18
19		(25) TOFC/COFC terminals	58,451			19
20		(26) Communication systems	201,270			20
21		(27) Signals and interlocker	357,459			21
22		(29) Power plants	3,601			22
23		(31) Power-transmission systems	16,527			23
24		(35) Miscellaneous structures	8,856			24
25		(37) Roadway machines	173,142			25
26		(39) Public improvements-Construction	125,404			26
27		(44) Shop machinery*	79,602			27
28		(45) Power-plant machinery	13,208			28
29		Other (specify and explain)	0			29
30		TOTAL EXPENDITURES FOR ROAD	6,979,224			30
31		(52) Locomotives	1,250,424			31
32		(53) Freight-train cars	2,552,833			32
33		(54) Passenger-train cars	942			33
34		(55) Highway revenue equipment	106,809			34
35		(56) Floating equipment	3,660			35
36		(57) Work equipment	104,568			36
37		(58) Miscellaneous equipment	125,286			37
38		(59) Computer systems and word processing equipment	87,537			38
39		TOTAL EQUIPMENT	4,232,059			39
40		(76) Interest during construction	31,806			40
41		(80) Other elements of investment	399			41
42		(90) Construction in progress	249,696			42
43		GRAND TOTAL	11,493,184			43

NOTE: Beginning balances for individual road and equipment accounts (col. b), do not agree with ending 1991 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		4,476	2,515	1,961	135,432	1
2		4,822	1,960	2,862	457,134	2
3		52	(35)	87	4,248	3
4		631	229	402	42,511	4
5		25,075	1,208	23,867	519,385	5
6		34,892	85	34,807	34,807	6
7		86,357	6,924	79,433	1,429,936	7
8		125,279	65,377	59,902	2,422,841	8
9		38,314	4,974	33,340	627,748	9
10		7	45	(38)	6,726	10
11		34,700	5,208	29,492	228,837	11
12		700	325	375	29,564	12
13		7	64	(57)	1,855	13
14		298	537	(239)	11,956	14
15		3,410	4,828	(1,418)	157,776	15
16		30	0	30	881	16
17		166	(122)	288	3,890	17
18		4,576	1,410	3,166	94,437	18
19		10,545	(753)	11,298	69,749	19
20		7,820	4,062	3,758	205,028	20
21		24,681	7,732	16,949	374,408	21
22		0	57	(57)	3,544	22
23		335	309	26	16,553	23
24		280	(4)	284	9,140	24
25		13,955	6,823	7,132	180,274	25
26		14,929	361	14,568	139,972	26
27		5,645	254	5,391	84,993	27
28		0	441	(441)	12,767	28
29		0	0	0	0	29
30		441,982	114,814	327,168	7,306,392	30
31		66,769	18,104	48,665	1,299,089	31
32		89,677	78,168	11,509	2,564,342	32
33		0	0	0	942	33
34		5,110	4,064	1,046	107,855	34
35		0	0	0	3,660	35
36		971	3,223	(2,252)	102,316	36
37		15,887	16,216	(329)	124,957	37
38		24,708	23,248	1,460	88,997	38
39		203,122	143,023	60,099	4,292,158	39
40		0	30,693	(30,693)	1,113	40
41				0	399	41
42		(64,788)	0	(64,788)	184,908	42
43		580,316	288,530	291,786	11,784,970	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, 35-23-00, 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 (e)	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	381,161	390,050	01.06				1
2		(4) Other, right-of-way expenditures	3,786	3,997	01.12				2
3		(5) Tunnels and subways	42,082	42,460	00.80				3
4		(6) Bridges, trestles, and culverts	449,763	477,829	01.35				4
5		(7) Elevated structures	0	0	00.00				5
6		(8) Ties	1,164,626	1,228,336	03.89				6
7		(9) Rail and other track material	2,068,604	2,116,950	02.46				7
8		(11) Ballast	517,542	544,977	02.30				8
9		(13) Fences, snow sheds, and signs	5,876	6,055	01.31				9
10		(16) Station and office buildings	185,305	215,179	02.83	NOT APPLICABLE			10
11		(17) Roadway buildings	26,924	27,870	03.58				11
12		(18) Water stations	0	0	00.00	5% RULE			12
13		(19) Fuel stations	10,867	10,554	03.56				13
14		(20) Shops and enginehouses	151,272	149,048	02.11				14
15		(22) Storage warehouses	851	881	02.50				15
16		(23) Wharves and docks	3,582	3,794	02.21				16
17		(24) Coal and ore wharves	91,271	93,939	02.15				17
18		(25) TOFC/COFC terminals	61,904	61,009	03.31				18
19		(26) Communication systems	198,688	201,465	05.46				19
20		(27) Signals and interlocker	338,319	350,856	01.96				20
21		(29) Power plants	3,596	3,539	03.33				21
22		(31) Power-transmission systems	16,215	16,169	02.46				22
23		(35) Miscellaneous structures	8,517	8,687	03.33				23
24		(37) Roadway machines	172,062	178,426	06.22				24
25		(39) Public improvements-Construction	113,502	126,497	01.31				25
26		(44) Shop machinery*	78,586	83,392	03.32				26
27		(45) Power-plant machinery	13,196	12,755	03.13				27
28		All other road accounts	4,225	1	02.06				28
29		Amortization (other than defense projects)							29
30		TOTAL ROAD	6,102,322	6,354,715	02.72				30
		EQUIPMENT							
31		(52) Locomotives	1,250,424	1,299,430	04.05				31
32		(53) Freight-train cars	2,552,833	2,563,076	02.90				32
33		(54) Passenger-train cars	942	942	00.00				33
34		(55) Highway revenue equipment	106,809	106,105	09.16				34
35		(56) Floating equipment	3,660	3,660	03.28				35
36		(57) Work equipment	104,568	102,528	02.72				36
37		(58) Miscellaneous equipment	123,878	122,794	09.68				37
38		(59) Computer systems and word processing equipment	87,537	82,593	20.00				38
39		TOTAL EQUIPMENT	4,230,651	4,281,128	03.92				40
41		GRAND TOTAL	10,332,973	10,635,843	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 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	179,241	3,766	12,080	4,719	0	190,368	1
2		(4) Other, right-of-way expenditures	827	39	(339)	42	0	485	2
3		(5) Tunnels and subways	16,369	339	(698)	231	0	15,779	3
4		(6) Bridges, trestles, and culverts	119,756	5,754	(2,965)	5,953	0	116,592	4
5		(7) Elevated structures	0		6		0	6	5
6		(8) Ties	363,279	47,055	50,613	24,885	0	436,062	6
7		(9) Rail and other track material	552,899	52,081	(26,232)	59,051	0	519,697	7
8		(11) Ballast	120,097	12,518	16,649	9,631	0	139,633	8
9		(13) Fences, snow sheds, and signs	3,053	69	273	61	0	3,334	9
10		(16) Station and office buildings	70,625	5,151	14,057	7,052	0	82,781	10
11		(17) Roadway buildings	10,453	856	(358)	227		10,724	11
12		(18) Water stations	994	2	(290)	4	0	702	12
13		(19) Fuel stations	4,505	398	126	455	0	4,574	13
14		(20) Shops and enginehouses	51,006	3,150	51	2,888	0	51,319	14
15		(22) Storage warehouses	(30)	23	(2)	1		(10)	15
16		(23) Wharves and docks	759	22	387			1,168	16
17		(24) Coal and ore wharves	26,263	1,979	4,519	1,907		30,854	17
18		(25) TOFC/COFC terminals	7,862	1,592	4,435	(753)	0	14,642	18
19		(26) Communication systems	63,803	10,241	13,657	4,337	0	83,364	19
20		(27) Signals and interlocker	66,796	6,695	3,490	8,787	0	68,194	20
21		(29) Power plants	1,406	119	(30)	56		1,439	21
22		(31) Power-transmission systems	7,046	397	(131)	31	0	7,281	22
23		(35) Miscellaneous structures	2,672	294	(425)	(3)	0	2,544	23
24		(37) Roadway machines	53,617	9,421	944	9,292		54,690	24
25		(39) Public improvements-Construction	12,245	1,552	6,524	2,035	0	18,286	25
26		(44) Shop machinery*	24,667	2,684	(3,408)	1,566		22,377	26
27		(45) Power-plant machinery	4,239	408	(296)	440	0	3,911	27
28		All other road accounts	858	(84)	(27)	(1,316)	0	2,063	28
29		Amortization (Adjustments)	0		0			0	29
30		TOTAL ROAD	1,765,307	166,521	92,610	141,579	0	1,882,859	30
		EQUIPMENT							
31	*	(52) Locomotives	478,710	51,098		16,155	21,600	492,053	31
32	*	(53) Freight-train cars	1,077,923	74,553		66,809	16,746	1,068,921	32
33	*	(54) Passenger-train cars	1,424			0	482	942	33
34	*	(55) Highway revenue equipment	38,218	9,754		1,097	(6,078)	51,953	34
35	*	(56) Floating equipment	2,183	122			(11)	2,316	35
36	*	(57) Work equipment	27,867	2,820		2,088	(3,916)	32,515	36
37	*	(58) Miscellaneous equipment	49,174	11,044		15,717	6,654	37,847	37
38		(59) Computer systems and word processing equipment	53,087	15,794		22,137	(5,776)	52,520	38
39	*	Amortization Adjustments	29,498				(1,702)	31,200	39
40		TOTAL EQUIPMENT	1,758,084	164,185		124,003	27,999	1,770,267	40
41		GRAND TOTAL	3,523,391	330,706	92,610	265,582	27,999	3,653,126	41

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

*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		NOT APPLICABLE - 5% RULE					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		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	2,169	165	0	0	0	2,334	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			2	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	NOT APPLICABLE - 5% RULE			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	314,904	325,052	2.92	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							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		NOT APPLICABLE - 5% RULE					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	143,155	8,809	-	3,916	64,611	83,437	39

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

See Notes on Page 31

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 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent.)

3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parentheses 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.	14,094	11,784,970	3,736,563	1
2						2
3	L	Atlantic & North Carolina Railroad Co.	94	2,715	341	3
4	L	Cincinnati Southern Railway	335	53,089		4
5	L	North Carolina Railroad	219	5,224	2,010	5
6	L	Pittsburgh & West Virginia Railroad	121	49,720	20,518	6
7	L	P&W Subleased to Wheeling & Lake Erie	(121)	(49,720)	(20,518)	7
8		SUB-TOTAL	648	61,028	2,351	8
9	O	Baltimore & Ohio Railroad		127		9
10	O	Carolina Aluminum Co.	11	683		10
11	O	Central Transfer & Storage		12		11
12	O	Chicago & Illinois Midland Railway Co.		15		12
13	O	Columbus & Greenville Railroad Co.		2,454		13
14	O	Georgia Railroad & Banking Co.		2		14
15	O	United States Government	12	0		15
16		SUB-TOTAL	23	3,293	0	16
17		Less Lines Leased to or Operated by Others				17
18	R	Aberdeen Carolina Western	104	12,129		18
19	R	Albermarle Railroad	73	3,056		19
20	R	Augusta & Summerville Railroad Co.		17		20
21	R	BN Railroad	26	1,289		21
22	R	Carolina Coastal Railway	17	2,044		22
23	R	Carolina & Northwestern Railway Co.	23	4,382		23
24	R	Central Railroad Co. of Indianapolis	121	18,842		24
25	R	Chattanooga Chickanauga Railway	70	8,235		25
26	R	Chesapeake & Albermarle Railway	73	8,413		26
27	R	Chesapeake & Ohio Railroad Co.	18	1,943		27
28	R	City of Ozark	1	73		28
29	R	Clinchfield Railroad Co.		17		29
30	R	Commonwealth Railway Co.	12	1,966		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	Great Walton Railroad Co.	27	3,180		1
2	R	Gulf Mobile & Ohio		19		2
3	R	Indiana Hi Rail	214	32,002		3
4	R	Indiana Transportation Museum		5,130		4
5	R	Louisville & Nashville Railroad Co.		5		5
6	R	North Carolina & Virginia Railroad	72	11,412		6
7	R	Ogeechee Railway	87	11,487		7
8	R	Pickens Railroad Co.	7	1,401		8
9	R	Pigeon River Railroad	9	426		9
10	R	Seaboard Coastline	2	1,011		10
11	R	Sloss-Sheffield Steel & Iron Co.		9		11
12	R	South Carolina Central Railroad	79	8,186		12
13	R	St. Louis-San Francisco Railroad Co.		17		13
14	R	Virginia Southern Railroad	54	1,824		14
15	R	Yadkin Valley Railroad	102	41,893		15
16		SUB-TOTAL	1,191	180,408	0	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
31		TOTAL	13,574	11,668,883	3,738,914	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	129,739	6,024		2	1
2		(3) Grading	427,545	23,628		49	2
3		(4) Other, right-of-way expenditures	4,028	137			3
4		(5) Tunnels and subways	42,511	5,574			4
5		(6) Bridges, trestles, and culverts	504,171	12,167		304	5
6		(7) Elevated structures	34,807	0			6
7		(8) Ties	1,379,147	1,757		991	7
8		(9) Rail and other track material	2,373,754	9,549		1,473	8
9		(11) Ballast	608,739	3,103		423	9
10		(13) Fences, snow sheds, and signs	6,300	194		1	10
11		(16) Station and office buildings	223,237	2,182			11
12		(17) Roadway buildings	28,204	79			12
13		(18) Water stations	1,835	30			13
14		(19) Fuel stations	11,956	84			14
15		(20) Shops and enginehouses	157,776	119			15
16		(22) Storage warehouses	881	40			16
17		(23) Wharves and docks	3,890	37			17
18		(24) Coal and ore wharves	94,437	0			18
19		(25) TOFC/COFC terminals	69,749	0			19
20		(26) Communication systems	205,009	275		23	20
21		(27) Signals and interlocker	374,005	945		13	21
22		(29) Power plants	3,544	0			22
23		(31) Power-transmission systems	16,553	38			23
24		(35) Miscellaneous structures	9,140	14			24
25		(37) Roadway machines	180,274	0			25
26		(39) Public improvements-Construction	137,100	1,996		14	26
27		(44) Shop machinery*	84,993	52			27
28		(45) Power-plant machinery	12,767	9			28
29		Leased property capitalized rentals (explain)	0	0			29
30		Other (Specify and explain) Accts. 1 & 77		3,999			30
31		TOTAL ROAD	7,126,091	72,032		3,293	31
32		(52) Locomotives	1,299,089				32
33		(53) Freight-train cars	2,564,342				33
34		(54) Passenger-train cars	942				34
35		(55) Highway revenue equipment	107,855				35
36		(56) Floating equipment	3,660				36
37		(57) Work equipment	102,316				37
38		(58) Miscellaneous equipment	124,957				38
39		(59) Computer systems and word processing equipment	88,997				39
40		TOTAL EQUIPMENT	4,292,158	0		0	40
41		(76) Interest during construction	1,006	3,077			41
42		(80) Other elements of investment	399	(14,088)			42
43		(90) Construction work in progress	184,908	17		0	43
44		GRAND TOTAL	11,604,562	61,028		3,293	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 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	18,183	661	658	4,182	23,682			23,682	1
2		Bridge and Building	7,701	147	632	1,111	9,591			9,591	2
3		Signal	6,887	131	177	314	7,509			7,509	3
4		Communication	4,183	72	110	530	4,895			4,895	4
5		Other	11,527	1	(7)	1,148	12,669			12,669	5
		REPAIR AND MAINTENANCE:									
6		Roadway - Running	8,685	1,822	11,085	179	21,771			21,771	6
7		Roadway - Switching	2,037		2,600		4,637			4,637	7
8		Tunnels and Subways - Running	79	47	1,765	5	1,896			1,896	8
9		Tunnels and Subways - Switching					0			0	9
10		Bridges and Culverts - Running	9,273	3,182	12,474	1,675	26,604			26,604	10
11		Bridges and Culverts - Switching	2,175				2,175			2,175	11
12		Ties - Running	4,194	1,371	(144)	63	5,484			5,484	12
13		Ties - Switching	984	5			989			989	13
14		Rail and Other Track Material - Running	22,223	7,594	9,731	3,119	42,667			42,667	14
15		Rail and Other Track Material - Switching	5,213				5,213			5,213	15
16		Ballast - Running	6,123	2,486	1,554	398	10,559			10,559	16
17		Ballast - Switching	1,436	3			1,439			1,439	17
18		Road Property Damaged - Running	1,551	1,145	426	67	3,189			3,189	18
19		Road Property Damaged - Switching					0			0	19
20		Road Property Damaged - Other	9				9			9	20
21		Signals and Interlockers - Running	12,225	9,128	266	1,055	22,674			22,674	21
22		Signals and Interlockers - Switching	2,867	35		7	2,909			2,909	22
23		Communications Systems	5,330	3,321	11,277	426	20,354			20,354	23
24		Power Systems	66	224	62		352			352	24
25		Highway Grade Crossings- Running	1,061	261	1,280	591	3,193			3,193	25
26		Highway Grade Crossings- Switching					0			0	26
27		Station and Office Buildings	1,493	1,696	6,602	16	9,807			9,807	27
28		Shop Buildings - Locomotives	937	1,778	989	5	3,709			3,709	28
29		Shop Buildings - Freight Cars	2,902	1,493	2,265		6,660		N/A	6,660	29
30		Shop Buildings - Other Equipment	34		3		37			37	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)			
101		REPAIR AND MAINTENANCE - Continued:								
		Locomotive Servicing Facilities	165	19	124		308		308	101
102		Miscellaneous Buildings and Structures	1,081	439	2,578		4,098		4,098	102
103		Coal Terminals	1,565	3,058	3,035		7,658	N/A	7,658	103
104		Ore Terminals					0	N/A	0	104
105		Other Marine Terminals	21	3			24	N/A	24	105
106		TOFC/COFC Terminals	77	42	1,302		1,421	N/A	1,421	106
107		Motor Vehicle Loading and Distribution Facilities	8				8	N/A	8	107
108		Facilities for Other Specialized Service Operations	303	752	405	25	1,485	N/A	1,485	108
109		Roadway Machines	4,840	7,455	1,516	311	14,122		14,122	109
110		Small Tools and Supplies	56	12,339	335	2	12,732		12,732	110
111		Snow Removal	652	95	180		927		927	111
112		Fringe Benefits - Running	N/A	N/A	N/A	25,588	25,588		25,588	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	5,334	5,334		5,334	113
114		Fringe Benefits - Other	N/A	N/A	N/A	26,548	26,548		26,548	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	27,202	27,202		27,202	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	7,339	7,339		7,339	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	10,376	10,376		10,376	117
118	*	Lease Rentals - Debit- Running	N/A	N/A	15,521	N/A	15,521		15,521	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A		N/A	0		0	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	9,636	N/A	9,636		9,636	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A		N/A	0		0	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A		N/A	0		0	122
123	*	Lease Rentals - (Credit) - Other	N/A	N/A		N/A	0		0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	4,930	N/A	4,930		4,930	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	1,156	N/A	1,156		1,156	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	2,500	N/A	2,500		2,500	126
127	*	Joint Facility Rent - (Credit) - Running	N/A	N/A	(2,394)	N/A	(2,394)		(2,394)	127
128	*	Joint Facility Rent - (Credit) - Switching	N/A	N/A	(561)	N/A	(561)		(561)	128
129	*	Joint Facility Rent - (Credit) - Other	N/A	N/A	(376)	N/A	(376)		(376)	129
130	*	Other Rents - Debit -Running	N/A	N/A	319	N/A	319		319	130
131	*	Other Rents - Debit -Switching	N/A	N/A		N/A	0		0	131
132	*	Other Rents - Debit -Other	N/A	N/A	622	N/A	622		622	132
133	*	Other Rents - (Credit) -Running	N/A	N/A		N/A	0		0	133
134	*	Other Rents - (Credit) -Switching	N/A	N/A		N/A	0		0	134
135	*	Other Rents - (Credit) -Other	N/A	N/A		N/A	0		0	135

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

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:										
136	•	Depreciation - Running	N/A	N/A	N/A	108,331	108,331		108,331	136
137	•	Depreciation - Switching	N/A	N/A	N/A	16,624	16,624		16,624	137
138	•	Depreciation - Other	N/A	N/A	N/A	49,856	49,856		49,856	138
139		Joint Facility - Debit - Running	N/A	N/A	12,730	N/A	12,730		12,730	139
140		Joint Facility - Debit - Switching	N/A	N/A	2,986	N/A	2,986		2,986	140
141		Joint Facility - Debit - Other	N/A	N/A	133	N/A	133		133	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(6,606)	N/A	(6,606)		(6,606)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(1,550)	N/A	(1,550)		(1,550)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(491)	N/A	(491)		(491)	144
145		Dismantling Retired Road Property - Running	30	156	(28)	(60)	98		98	145
146		Dismantling Retired Road Property - Switching					0		0	146
147		Dismantling Retired Road Property - Other			57		57		57	147
148		Other - Running	4,599	(80)	427		4,946		4,946	148
149		Other - Switching	1,079	3	26		1,108		1,108	149
150		Other - Other	5,691	(122)	6		5,575		5,575	150
151		TOTAL WAY AND STRUCTURES	159,525	60,762	112,321	290,365	622,973		622,973	151
EQUIPMENT:										
LOCOMOTIVES:										
201		Administration	12,886	382	36	1,582	14,886		14,886	201
202	•	Repair and Maintenance	24,911	52,006	3,977	(6)	80,888		80,888	202
203	•	Machinery Repair	928	1,347	359		2,634		2,634	203
204		Equipment Damaged	(32)	124			92		92	204
205		Fringe Benefits	N/A	N/A	N/A	16,885	16,885		16,885	205
206		Other Casualties and Insurance	N/A	N/A	N/A	5,489	5,489		5,489	206
207	•	Lease Rentals - Debit	N/A	N/A	410	N/A	410		410	207
208	•	Lease Rentals - (Credit)	N/A	N/A	(840)	N/A	(840)		(840)	208
209		Joint Facility Rent - Debit	N/A	N/A	199	N/A	199		199	209
210	•	Joint Facility Rent - (Credit)	N/A	N/A	(48)	N/A	(48)		(48)	210
211	•	Other Rents - Debit	N/A	N/A		N/A	0		0	211
212	•	Other Rents - (Credit)	N/A	N/A		N/A	0		0	212
213	•	Depreciation	N/A	N/A	N/A	51,849	51,849		51,849	213
214		Joint Facility - Debit	N/A	N/A	414	N/A	414		414	214
215		Joint Facility - (Credit)	N/A	N/A	(198)	N/A	(198)		(198)	215
216	•	Repairs Billed to Others - (Credit)	N/A	N/A		N/A	0		0	216
217		Dismantling Retired Property					0		0	217

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)			
218		LOCOMOTIVES - Continued:								
		Other	288	1			288			288 218
219		TOTAL LOCOMOTIVES	38,981	53,860	4,309	75,799	172,949		172,949	219
		FREIGHT CARS:								
220		Administration	35,988	1,958	363	2,112	40,149	N/A	40,149	220
221	*	Repair and Maintenance	52,230	58,428	51,198	(908)	160,948	N/A	160,948	221
222	*	Machinery Repair	2,583	3,919	979		7,481	N/A	7,481	222
223		Equipment Damaged	2,503	1,843			4,148	N/A	4,148	223
224		Fringe Benefits	N/A	N/A	N/A	35,980	35,980	N/A	35,980	224
225		Other Casualties and Insurance	N/A	N/A	N/A	12,807	12,807	N/A	12,807	225
226	*	Lease Rentals - Debit	N/A	N/A	1,838	N/A	1,838	N/A	1,838	226
227	*	Lease Rentals - (Credit)	N/A	N/A	(112)	N/A	(112)	N/A	(112)	227
228		Joint Facility Rent - Debit	N/A	N/A	(178)	N/A	(178)	N/A	(178)	228
229	*	Joint Facility Rent - (Credit)	N/A	N/A	(71)	N/A	(71)	N/A	(71)	229
230	*	Other Rents - Debit	N/A	N/A	275,386	N/A	275,386	N/A	275,386	230
231	*	Other Rents - (Credit)	N/A	N/A	(132,660)	N/A	(132,660)	N/A	(132,660)	231
232	*	Depreciation	N/A	N/A	N/A	76,298	76,298	N/A	76,298	232
233		Joint Facility - Debit	N/A	N/A	241	N/A	241	N/A	241	233
234		Joint Facility - (Credit)	N/A	N/A	(73)	N/A	(73)	N/A	(73)	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(35,932)	N/A	(35,932)	N/A	(35,932)	235
236		Dismantling Retired Property	N/A	N/A			0	N/A	0	236
237		Other	(1,710)	(1)		(8)	(1,717)	N/A	(1,717)	237
238		TOTAL FREIGHT CARS	91,592	65,845	161,007	128,285	444,529	N/A	444,529	238
		OTHER EQUIPMENT:								
301		Administration	169	2	4	10	185		185	301
		Repair and Maintenance:								
302	*	Trucks, Trailers and Containers - Revenue Service	819	816	13,977		15,412	N/A	15,412	302
303	*	Floating Equipment - Revenue Service	19	9	10		38	N/A	38	303
304	*	Passenger and Other Revenue Equipment		57			57		57	304
305	*	Computer Systems and Word Processing Equipment		179	9,842		10,021		10,021	305
306	*	Machinery	16	840	736		1,592		1,592	306
307	*	Work and Other Non-Revenue Equipment	(78)	4,121	7,528	(235)	11,334		11,334	307
308		Machinery					0		0	308
309		Fringe Benefits	N/A	N/A	N/A	373	373		373	309
310		Other Casualties and Insurance	N/A	N/A	N/A	281	281		281	310
311	*	Lease Rentals - Debit	N/A	N/A	2,946	N/A	2,946		2,946	311

410. RAILWAY OPERATING EXPENSES - Continued

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT - Continued:								
312	*	Lease Rentals - (Credit)	N/A	N/A		N/A	0			0 312
313		Joint Facility Rent - Debit	N/A	N/A	194	N/A	194			194 313
314	*	Joint Facility Rent - (Credit)	N/A	N/A	(276)	N/A	(276)			(276) 314
315	*	Other Rents - Debit	N/A	N/A	18,950	N/A	18,950			18,950 315
316	*	Other Rents - (Credit)	N/A	N/A	(5,358)	N/A	(5,358)			(5,358) 316
317	*	Depreciation	N/A	N/A	N/A	38,722	38,722			38,722 317
318		Joint Facility - Debit	N/A	N/A	55	N/A	55			55 318
319		Joint Facility - (Credit)	N/A	N/A	(760)	N/A	(760)			(760) 319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(2,118)	N/A	(2,118)			(2,118) 320
321		Dismantling Retired Property					0			0 321
322		Other	1	134	1	(25)	111			111 322
323		TOTAL OTHER EQUIPMENT	746	6,158	43,729	39,126	89,759			89,759 323
324		TOTAL EQUIPMENT	131,319	125,663	209,045	241,210	707,237			707,237 324
		TRANSPORTATION:								
		TRAIN OPERATIONS:								
401		Administration	37,720	1,390	2,841	3,796	45,737			45,737 401
402		Engine Crews	100,779	6	1,901	3,302	105,988			105,988 402
403		Train Crews	149,308	760	6,798	4,952	161,816			161,816 403
404		Dispatching Trains	13,587	7	4	83	13,681			13,681 404
405		Operating Signals and Interlockers	8,776	374	84	20	9,254			9,254 405
406		Operating Drawbridges	1,474			1	1,475			1,475 406
407		Highway Crossing Protection	75	88	3,125		3,288			3,288 407
408		Train Inspection and Lubrication	33,978	656	296		34,930			34,930 408
409	*	Locomotive Fuel	561	163,506			164,067			164,067 409
410		Electric Power Purchased or Produced for Motive Power					0			0 410
411		Servicing Locomotives	12,185	6,987	407	52	19,631			19,631 411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A		0			0 412
413		Clearing Wrecks	687	98	1,190	22	1,997			1,997 413
414		Fringe Benefits	N/A	N/A	N/A	132,260	132,260			132,260 414
415		Other Casualties and Insurance	N/A	N/A	N/A	34,472	34,472			34,472 415
416		Joint Facility - Debit	N/A	N/A	1,833	N/A	1,833			1,833 416
417		Joint Facility - (Credit)	N/A	N/A	(2,408)	N/A	(2,408)			(2,408) 417
418		Other	2,512	3,109	1,476	(2,928)	4,169			4,169 418
419		TOTAL TRAIN OPERATIONS	361,642	176,981	17,545	176,022	732,190			732,190 419

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:										
420		Administration	21,180	1,017	1,638	2,126	25,961		25,961	420
421		Switch Crews	95,095	265	423	309	96,092		96,092	421
422		Controlling Operations	8,935	1	77		9,013		9,013	422
423		Yard and Terminal Clerical	22,954	1,188	9,063	288	33,493		33,493	423
424		Operating Switches, Signals, Retarders and Humps	136	2			138		138	424
425		Locomotive Fuel		18,978			18,978		18,978	425
426		Electric Power Purchased or Produced for Motive Power					0		0	426
427		Servicing Locomotives	1,192				1,192		1,192	427
428		Freight Lost or Damaged - Soley Related	N/A	N/A	N/A		0		0	428
429		Clearing Wrecks	3		14		17		17	429
430		Fringe Benefits	N/A	N/A	N/A	54,414	54,414		54,414	430
431		Other Casualties and Insurance	N/A	N/A	N/A	15,182	15,182		15,182	431
432		Joint Facility - Debit	N/A	N/A	15,529	N/A	15,529		15,529	432
433		Joint Facility - (Credit)	N/A	N/A	(2,534)	N/A	(2,534)		(2,534)	433
434		Other	56		36	1,092	1,184		1,184	434
435		TOTAL YARD OPERATIONS	149,551	21,451	24,246	73,411	268,659		268,659	435
TRAIN AND YARD OPERATIONS COMMON:										
501		Cleaning Car Interiors	703	6	458	N/A	1,167		1,167	501
502		Adjusting and Transferring Loads	158	2	197	N/A	357	N/A	357	502
503		Car Loading Devices and Grain Doors	1			N/A	1	N/A	1	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	2,728	2,728		2,728	504
505		Fringe Benefits	N/A	N/A	N/A	313	313		313	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	862	8	655	3,041	4,566		4,566	506
SPECIALIZED SERVICES OPERATIONS:										
507		Administration	6,720	459	617	674	8,470	N/A	8,470	507
508		Pickup and Delivery and Marine Line Haul	20	61	35,993	215	36,289	N/A	36,289	508
509		Loading and Unloading and Local Marine	5,426	1,649	31,919	13	39,007	N/A	39,007	509
510		Protective Services	7		284		291	N/A	291	510
511		Freight Lost or Damaged - Soley Related	N/A	N/A	N/A		0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	3,336	3,336	N/A	3,336	512
513		Casualties and Insurance	N/A	N/A	N/A	286	286	N/A	286	513
514		Joint Facility - Debit	N/A	N/A	363	N/A	363	N/A	363	514
515		Joint Facility - (Credit)	N/A	N/A	10	N/A	10	N/A	10	515
516		Other					0	N/A	0	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	12,173	2,169	69,186	4,524	88,052	N/A	88,052	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	9,805	404	782	984	11,975		11,975	518
519		Employees Performing Clerical and Accounting Functions	25,986	614	835	312	27,747		27,747	519
520		Communications Systems Operation	2,088				2,088		2,088	520
521		Loss and Damage Claims Processing	2,446	123	1,048	270	3,887		3,887	521
522		Fringe Benefits	N/A	N/A	N/A	14,818	14,818		14,818	522
523		Casualties and Insurance	N/A	N/A	N/A	4,032	4,032		4,032	523
524		Joint Facility - Debit	N/A	N/A	361	N/A	361		361	524
525		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)		(1)	525
526		Other	4				4		4	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	40,329	1,141	3,025	20,416	64,911		64,911	527
528		TOTAL TRANSPORTATION	584,557	201,750	114,657	277,414	1,158,378		1,158,378	528
GENERAL AND ADMINISTRATIVE:										
601		Officers - General Administration	3,868	1,112	369	1,621	6,968		6,968	601
602		Accounting, Auditing and Finance	35,376	618	4,871	1,576	42,441		42,441	602
603		Management Services and Data Processing	16,737	859	1,500	746	19,842		19,842	603
604		Marketing	16,186	396	1,782	3,757	22,121		22,121	604
605		Sales	14,305	258	690	2,735	17,988		17,988	605
606		Industrial Development	5,151	143	1,418	1,449	8,161	N/A	8,161	606
607		Personnel and Labor Relations	7,828	516	4,788	3,289	16,421		16,421	607
608		Legal and Secretarial	10,423	334	22,022	2,682	35,461		35,461	608
609		Public Relations and Advertising	1,542	868	6,789	534	9,733		9,733	609
610		Research and Development					0		0	610
611		Fringe Benefits	N/A	N/A	N/A	53,549	53,549		53,549	611
612		Casualties and Insurance	N/A	N/A	N/A	778	778		778	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	324	324		324	613
614		Property Taxes	N/A	N/A	N/A	49,315	49,315		49,315	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	24,136	24,136		24,136	615
616		Joint Facility - Debit	N/A	N/A	1,863	N/A	1,863		1,863	616
617		Joint Facility - (Credit)	N/A	N/A	(186)	N/A	(186)		(186)	617
618		Other	43,182	603	413	9,117	53,316		53,316	618
619		TOTAL GENERAL AND ADMINISTRATIVE	154,598	5,707	46,339	155,608	362,251		362,251	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,009,997	393,882	482,362	964,597	2,850,839		2,850,839	620

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	3,887	872		2
3		4	Other right-of-way expenditures	39	11		3
4		5	Tunnels and subways	339	111		4
5		6	Bridges, trestles and culverts	5,872	1,149		5
6		7	Elevated structures				6
7		8	Ties	49,166	7,147		7
8		9	Rail and other track material	56,810	9,000		8
9		11	Ballast	13,367	1,666		9
10		13	Fences, snowsheds and signs	70	26		10
11		16	Station and office buildings	5,335	924		11
12		17	Roadway buildings	858	225		12
13		18	Water stations	2	13		13
14		19	Fuel stations	405	102		14
15		20	Shops and enginehouses	3,221	820		15
16		22	Storage warehouses	23	0		16
17		23	Wharves and docks	68	13		17
18		24	Coal and ore wharves	1,979	431		18
19		25	TOFC/COFC terminals	1,710	222		19
20		26	Communication systems	10,312	1,091		20
21		27	Signals and interlockers	6,994	1,735		21
22		29	Power plants	119	29		22
23		31	Power transmission systems	404	91		23
24		35	Miscellaneous structures	305	52		24
25		37	Roadway machines	9,421	1,224		25
26		39	Public improvements; Construction	1,614	171		26
27		45	Power plant machines	408	103		27
28		-	Other lease/rentals	83	(1,130)	N/A	28
29	*	-	TOTAL	172,811	26,098		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 carrier on railroad markings).
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (f). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

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

Line No.	Cross Check	Type of Equipment	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		3,069	10,671	5,697	4,211	19,874	2
3		Box-Equipped		8,797	25,509	295	8,311	23,091	3
4		Gondola-Plain		1,198	3,679	262	1,485	3,796	4
5		Gondola-Equipped		1,636	4,884	37	1,027	2,912	5
6		Hopper-Covered		3,050	11,646	17,627	3,661	13,542	6
7		Hopper-Open Top-General Service		2,260	7,160	37	692	2,913	7
8		Hopper-Open Top-Special Service		51	458	11	157	896	8
9		Refrigerator-Mechanical				21	968	1,633	9
10		Refrigerator-Non-Mechanical		319	1,037	21	608	1,674	10
11		Flat-TOFC/COFC		1,958	2,088	26,347	1,401	4,862	11
12		Flat-Multi-Level		1,929	12,067	35,385	1,034	3,814	12
13		Flat-General Service		100	379	94	55	115	13
14		Flat-Other		493	2,353	3,895	1,574	5,594	14
15		Tank-Under 22,000 Gallons				38,254			15
16		Tank-22,000 Gallons and Over				15,130			16
17		All Other Freight Cars		77	929	2	50	179	17
18		Auto Racks			24,863			22,342	18
19		TOTAL FREIGHT TRAIN CARS		24,937	107,723	143,115	25,234	107,037	19
OTHER FREIGHT CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			5,010	11,157		5,690	21
22		Refrigerated Containers							22
23		Other Containers							23
24		TOTAL TRAILERS AND CONTAINERS			5,010	11,157		5,690	24
25		GRAND TOTAL (LINES 19 AND 24)		24,937	112,733	154,272	25,234	112,727	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight services included in line 39, 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	7,604	2,366			1
2		Diesel Locomotive-Road	73,284	48,732			2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	80,888	51,098	0		5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot					6
7		Box-Plain 50 Foot and Longer	13,694	6,104	2		7
8		Box-Equipped	29,311	12,058			8
9		Gondola-Plain	7,574	4,100			9
10		Gondola-Equipped	4,337	2,426			10
11		Hopper-Covered	20,953	9,370	397		11
12		Hopper-Open Top-General Service	30,608	22,037			12
13		Hopper-Open Top Special Service	5,576	3,444			13
14		Refrigerator-Mechanical	76				14
15		Refrigerator-Nonmechanical	2,124	1,533	232		15
16		Flat TOFC/COFC	1,088	603			16
17		Flat Multi-level	2,263	2,333			17
18		Flat-General Service	556	218			18
19		Flat-Other	2,618	1,320			19
20		All Other Freight Cars	1,277	2,512			20
21		Cabooses	443	359			21
22		Auto Racks	809	5,475			22
23		Miscellaneous Accessories	1,707	30			23
24	*	TOTAL FREIGHT TRAIN CARS	125,014	73,922	631		24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	16,203	8,711			26
27		Refrigerated Containers					27
28		Other Containers	(288)				28
29		Bogies					29
30		Chassis	(503)	43			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	15,412	8,754			32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul		122			33
34		Local Marine	38				34
35	*	TOTAL FLOATING EQUIPMENT	38	122			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	57				36
37	*	Computer systems and word processing equip.	10,021	15,794			37
38	*	Machinery-Locomotives (see note 1)	2,634	751			38
39	*	Machinery-Freight Cars (see note 2)	7,481	1,745			39
40	*	Machinery-Other Equipment (see note 3)	1,592	188			40
41	*	Work and Other Non-revenue Equipment	11,334	13,864			41
42		TOTAL OTHER EQUIPMENT	33,119	32,342			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	254,471	166,238	631		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 218.

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 308, 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.
			Owed (g)	Capatilized lease (h)	Owed (i)	Capitalized lease (j)	
1			58,861		47,005		1
2		(430)	1,240,228		445,048	0	2
3							3
4							4
5	*	(430)	1,299,089	0	492,053	0	5
6			408		442		6
7		(48)	131,015	28	80,194	11	7
8			447,260	8,750	224,848	8,750	8
9			189,599		49,496		9
10			99,853		40,195		10
11		157	366,831		170,108		11
12		167	830,636		313,170		12
13			115,906		41,157		13
14							14
15		(21)	17,934	2,781	11,017	1,278	15
16		1,336	19,912		15,321		16
17			62,024		22,325		17
18			8,704		2,950		18
19			55,350		19,969		19
20		133	68,223		28,310		20
21			12,540		4,594		21
22			125,501		34,297		22
23			1,087		489		23
24	*	1,724	2,552,783	11,559	1,058,882	10,039	24
25							25
26		2,381	103,496		50,765		26
27							27
28							28
29							29
30			4,359		1,188		30
31							31
32	*	2,381	107,855		51,953		32
33			3,660		2,316		33
34							34
35	*		3,660		2,316		35
36	*		942		942		36
37	*	565	88,997		52,520		37
38	*		23,762		6,266		38
39	*		55,161		14,545		39
40	*		6,070		1,566		40
41	*	(245)	227,273		70,362		41
42		320	402,205		146,201		42
43		3,995	4,365,592	11,559	1,751,405	10,039	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 (i) 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 (j). This calculation should equal the amount shown in column (i), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD
(Dollars in Thousands)

Road Initials: NS Rail

Year 1992

Line No	Density category (Class) (a)	Owned and used		Improvements to leased property			Capitalized leases			TOTAL		Line No
		Account No. (b)	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)	
1	I	3	203,212	62,942	0.95							1
2		8	196,532	128,965	3.91							2
3		9	572,139	205,078	4.10							3
4		11	104,283	48,674	2.33							4
5	SUB-TOTAL		1,076,166	445,659								5
6	II	3	55,496	27,974	0.95							6
7		8	774,819	165,812	3.91							7
8		9	1,327,729	135,051	1.70							8
9		11	403,149	24,337	2.33							9
10	SUB-TOTAL		2,561,193	353,174								10
11	III	3	48,831	N/A	N/A		N/A	N/A		N/A	N/A	11
12		8	86,895	N/A	N/A		N/A	N/A		N/A	N/A	12
13		9	91,940	N/A	N/A		N/A	N/A		N/A	N/A	13
14		11	34,396	N/A	N/A		N/A	N/A		N/A	N/A	14
15	SUB-TOTAL		262,062	N/A	N/A		N/A	N/A		N/A	N/A	15
16	IV	3	149,595	48,956	0.95							16
17		8	371,690	73,694	3.91							17
18		9	431,033	160,061	2.23							18
19		11	85,920	37,612	2.33							19
20	SUB-TOTAL		1,038,238	320,323								20
21	V	3	0	0								21
22		8	0	0								22
23		9	0	0								23
24		11	0	0								24
25	SUB-TOTAL		0	0								25
26	GRAND TOTAL		4,937,659	1,119,156	N/A			N/A				26

(1) Columns (g) + (i) + (j) = 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

117. 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 of 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, not 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 TFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (b), relate to refrigerator cars only.
8. Report in column (f) 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	TORC/COFC terminal	Floating equipment	Coal marine terminal	Ore marine terminal	Other marine terminal	Motor vehicle load and distribution	Protective services refrigerator car	Other special services	Total columns (b-l)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	*	Administration	1,804		767			348		5,551	8,470
2	*	Pick up and delivery, marine line haul	3,375					1	N/A	32,913	36,289
3	*	Loading and unloading and local marine	20,821		1,335			7,726	N/A	9,125	39,007
4	*	Protective services, total debit and credits							291		291
5	*	Freight lost or damaged—solely related									
6	*	Fringe benefits	1,264		115			344		1,613	3,336
7	*	Casualty and Insurance								286	286
8	*	Joint facility — Debit	363								363
9	*	Joint facility — Credit	10								10
10	*	Other									
11	*	TOTAL	27,637		2,217			8,419	291	49,488	88,052

** 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.

418. SUPPORTING SCHEDULE—CAPITAL LEASES

[illegible]

NOTES AND REMARKS

450. 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	112,081	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	214,020	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	214,020	4
5		Railroad Retirement	227,395	5
6		Hospital Insurance	16,007	6
7		Supplemental Annuities	15,780	7
8		Unemployment Insurance	19,260	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	492,462	10
11		Total - Railway Taxes	604,543	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.: Guideline lives pursuant to Rev. Proc. 62-21.	2,575,356	42,544		2,617,900	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	10,440	(423)		10,017	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	70,870	(2,903)		67,967	3
4	Amortization of rights of way, Sec. 185 I.R.C.	29,067	1,218		30,285	4
5	Other (Specify)					5
6	SIT-Net of Federal Benefits	96,610	8,343		104,953	6
7	Tax Benefit Transfer Leases	49,581	(7,217)		42,364	7
8	Contested Property Taxes	(6,091)	1,152		(4,939)	8
9	Casualty & Other Claims	(147,011)	(4,556)		(151,567)	9
10	Interest	(7,298)	(3,162)		(10,460)	10
11	Revenue Adjustment	1,639	2,285		3,924	11
12	Employee Separation Costs	(137,670)	44,649		(93,021)	12
13	Vacation Pay	(23,059)	489		(22,570)	13
14						14
15	Miscellaneous - Net	(37,343)	(3,011)	27	(40,327)	15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	2,475,091	79,408	27	2,554,526	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 corporate owned life insurance		34,082	2
3					3
4	519	Gains on the disposition of land		13,946	4
5					5
6	519	Life insurance proceeds from corporate owned life insurance		6,222	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 (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7	(a) Terminal R.R. Assoc. of St. Louis	Refunding & Improvement Mortgage Series "C" bonds due 7/1/2019 (FD14553-54)	7,787 & Int.	Joint and Severally	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	(a) Jointly and Severally with BN, CSX Transp., ICG, MKT, MP and SSW				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

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS
(Dollars in Thousands)

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

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

NONE

NOTES AND REMARKS

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	82,544
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	152,904
4	766	Equipment Obligations	Sch. 200, L. 42	517,497
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	2,326
6	768	Debt in Default	Sch. 200, L. 44	-
7	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(5,164)
8		Total Debt	Sum L. 1-7	777,307
9		Debt Directly Related to Road Property	Note 1.	129,709
10		Debt Directly Related to Equipment	Note 1.	597,221
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	726,930
12		Percent Directly Related to Road	L. 9 ÷ L. 11 (2 decimals)	17.84%
13		Percent Directly Related to Equipment	L. 10 ÷ L. 11 (2 decimals)	82.16%
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	50,377
15		Road Property Debt	(L. 12 x L. 14) plus L. 9	138,698
16		Equipment Debt	(L. 13 x L. 14) plus L. 10	638,609

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	98,065
18	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	357
19	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	(7)
20		Total Interest	Sum of Lines (17+18) less 19	98,415
21		Interest Affiliated Company Debt	Note 2.	-
22		Net Interest Expense	L. 20 minus L. 21	98,415
23		Interest Directly Related to Road Property Debt	Note 3.	6,340
24		Interest Directly Related to Equipment Debt	Note 3.	36,702 *
25		Interest Not Directly Related to Road or Equipment Property Debt	L. 22 - (L.23+L.24)	55,373 **
26		Interest Road Property Debt	L. 23 + (L.25xL.12)	16,220
27		Interest Equipment Debt	L. 24 + (L.25xL.13)	82,195

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 \$(17,928).

** \$4.8 million of the interest relates to debt reported in Line 14. The Balance of this amount is other interest expense.

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"

(e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

SCHEDULE 512. 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	2,855		1
2	NationsBank Corp.		Other (See Notes 1 & 6)	Financial Services	1,861		2
3	McNair Law Firm PA		Other (See Note 2)	Legal & Consulting Services	157		3
4	Huntton & Williams		Other (See Note 3)	Legal Services	71		4
5	Williams Kelly & Greer PC		Other (See Note 4)	Legal Services	1,008		5
6	Brown Brothers Harriman & Co		Other (See Notes 5 & 6)	Financial Services	95		6
7	North American Van Lines		Common	Transportation Services	215		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

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 - 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 3 - G. L. Baliles, an NS Director, is a partner in Hunton & Williams.

Note 4 - 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 5 - Landon Hilliard, an NS Director, is a Partner in Brown Brothers Harriman & Co. (Brown Brothers).

Note 6 - NS maintains various banking relationships with NationsBank and 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 1992 Brown Brothers was paid fees of approximately \$94,500 for managing a portion of the assets of NS' pension fund.

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 - 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 3 - G. L. Bailes, an NS Director, is a partner in Huntton & Williams.

Note 4 - 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 5 - Landon Hilliard, an NS Director, is a Partner in Brown Brothers Harriman & Co. (Brown Brothers).

Note 6 - NS maintains various banking relationships with NationsBank and 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 1992 Brown Brothers was paid fees of approximately \$94,500 for managing a portion of the assets of NS' pension fund.

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-----|

MILES OF PASS-

CLASS	PORTIONS OWNED OR LEASED BY RESPONDENT	MILES OF ROAD	MILES OF SECOND MAIN TRACK	MILES OF ALL OTHER MAIN TRACKS	ING TRACKS CROSSOVERS AND TURNOUTS	MILES OF WAY SWITCHING TRACKS	MILES OF YARD SWITCHING TRACKS	TOTAL
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
1	100%	12893 ✓	1294 ✓	59 ✓	1685 ✓	2164 ✓	4309	22404
1	50%	7 ✓	5 ✓	0	4+1 ✓	15+10 ✓	14+22	45
1	33%	3 ✓	4 ✓	0	5 ✓	10+3 ✓	6+2	18
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		12903	1303	59	1695	2192	4362	22514
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	64	128	1056
3BJ	50%	0	0	0	1	0	5	6
TOTAL CLASS 3		660	226	1	73	69	157	1186
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	264	23	92	46	451	1566
5	0%	429	63	21	27	49	138	727
TOTAL CLASS 5		1119	327	44	119	95	589	2293
		=====	=====	=====	=====	=====	=====	=====
		14703	1860	104	1888	2358	5145	26058

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

STATE OR TERRITORY	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	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	2198	0	0	0	9	2207	241	0
IOWA	58	0	0	0	37	95	27	0
ILLINOIS	771	0	0	0	266	1037	22	0
INDIANA	838	0	2	0	16	856	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	1102	0	313	17	38	1470	288	0
NEW YORK	68	0	0	0	12	80	0	0
OHIO	866	4	1	0	73	944	83	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	2064	0	0	0	81	2145	130	0
WEST VIRGINIA	583	0	0	0	15	598	70	0
TOTAL	12903	4	660	17	1119	14703	1191	0

NOTES AND REMARKS

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 (1).
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	Schedule 710
Line 5, column (j)	= Line 11, column (1)
Line 6, column (j)	= Line 12, column (1)
Line 7, column (j)	= Line 13, column (1)
Line 8, column (j)	= Line 14, column (1)
Line 9, column (j)	= Line 15, column (1)
Line 10, column (j)	= Line 16, column (1)

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.	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (c+d+h+i) (j)	Aggregate capacity of units reported in col (j) (see ins. 7) (k)		Leased to others (l)
1		Locomotive Units												
		Diesel-freight units	1,767	55			3	20	1805			1,805	5,275,400	7
2		Diesel-passenger units											2	
3		Diesel-multiple purpose units											3	
4		Diesel-switching units	159			0			159			159	236,950	4
5	*	TOTAL (lines 1 to 4) units	1,926	55		3		20	1964			1,964	5,512,350	5
6	*	Electric-locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6 and 7)	1,926	55		3		20	1964			1,964	5,512,350	8
9	*	Auxiliary units	84						84			84	N/A	9
10	*	TOTAL LOCOMOTIVE UNITS (lines 5 and 9)	2,010	55		3		20	2048			2,048	N/A	10

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, 1970 (b)	During Calendar Year					1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)	TOTAL (l)	Line No.
				Between Jan. 1, 1970 and Dec. 31, 1974 (c)	Between Jan. 1, 1975 and Dec. 31, 1979 (d)	Between Jan. 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1989 (f)								
11	*	Diesel	229	493	459	300	333	42	53	55				1964	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	TOTAL (lines 11 to 13)	229	493	459	300	333	42	53	55				1964	14
15	*	Auxiliary units	6	10	16	21	27	4						84	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	235	503	475	321	360	46	53	55			N/A	2048	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					Line No
				Units installed					Leased from others (i)	Total in service of respondent (c+d+h+i) (j)	Aggregate capacity of units reported in c+d (j) (see ins. 7) (k)	Leased to others (l)		
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
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]	270					46	224		224		N/A	31
32		Derrick and snow removal cars [MWU, MWV, MWV, MWK]	302				8	6	304	1	305		N/A	32
33		Dump and ballast cars [MWB, MWD]	1520				6	122	1404		1404		N/A	33
34		Other maintenance and service equipment cars	5003				23	305	4721	4	4725		N/A	34
35		TOTAL (lines 30 to 34)	7110				37	479	6668	5	6673		N/A	35

710. INVENTORY OF EQUIPMENT — Continued

Instructions for reporting freight-train car data.

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

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

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._)	84						36
37		Plain box cars - 50' and longer (B3.0-7, B4.0-7, B5._ B6._ B7._ B8._)	8,274					14	37
38		Equipped box cars (All Code A, Except A.5.)	16,383				47	1,537	38
39		Plain gondola cars (All Codes G & J._.1, J._.2, J._.3, J._.4)	7,663		331			1,522	39
40		Equipped gondola cars (All Code E)	4,084		60			65	40
41		Covered hopper cars (C._.1, C._.2, C._.3, C._.4)	15,976		30		50	541	41
42		Open top hopper cars—general service (All Code H)	46,041					1,900	42
43		Open top hopper cars—special service (J._.0, and All Code K)	3,355					141	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._)	438					8	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8._)	1,144					487	46
47		Flat cars—multi-level (All Code V)	955				0	64	47
48		Flat cars—general service (F10._, F20._, F30._)	416					47	48
49		Flat cars—other (F.1._, F.2._, F.3._, F.4._, F.5._, F.6._, F.8._, F40._)	1,910		8		1	40	49
50		Tank cars—under 22,000 gallons (T._.0, T._.1, T._.2, T._.3, T._.4, T._.5._)							50
51		Tank cars—22,000 gallons and over (T._.6, T._.7, T._.8, T._.9)		4					51
52		All other freight cars (A.5._, F.7._, All Code L and Q8._)	2,521			99		0	52
53		TOTAL (lines 36 to 52)	109,244	4	429	99	98	6,366	53
54		Caboose (All Code M-930)	N/A	463				5	54
55		TOTAL (lines 53, 54)	109,244	467	429	99	98	6,371	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		22	62		62		3,400		36
37		1,789	6,499	0	6,499		497,751		37
38		1,172	16,793	2	16,795		1,263,883	19	38
39		456	9,060		9,060		812,489	0	39
40		82	4,127		4,127		383,066		40
41		810	15,787		15,787		1,562,686	75	41
42		3,987	43,954		43,954		4,369,602	0	42
43		147	3,349		3,349		303,437		43
44									44
45		16	430		430		29,222	6	45
46		538	1,093		1,093		57,010		46
47		66	953		953		44,305		47
48		63	400		400		31,952		48
49		77	1,846	36	1,882		172,571		49
50									50
51		0	4			4	400		51
52		29	2,492	99	2,591		187,761	0	52
53		9,254	106,849	137	106,982	4	9,719,535	100	53
54		54	414		N/A	414	N/A	0	54
55		9,308	107,263	137	106,982	418	9,719,535	100	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_.		310	0	1,139			59
60		Dry van U2_., Z_., Z6_., 1-6		4,743	112	420		97	60
61		Flat bed U3_., Z3_.		20					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 ' Z0_., U6_.		15					66
67		Other trailer and container (Special equipped dry van U9_., Z8_., Z9_.)							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)		5,095	112	1,559		97	70

NOTES AND REMARKS

* 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	308	1,139		1,447	0		59
60		399	4,553	420		4,973	164,914		60
61			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		401	4,903	1,559		6,462	166,704		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	50	7,188	57,691	P	1
2	GP 60 6-Axle 3800 HP	5	975	6,158	P	2
3	Mark V Trailer (Z)	112	969	2,909	P	3
4	Aluminum Coal Gondolas (GT)	331	7,318	14,090	P	4
5	Heavy Duty Flats (FMS)	7	462	1,294	P	5
6	Coil Shield Gondolas (GBSR)	60	2,114	3,540	P	6
7	Covered Hoppers (LO)	30	1,068	2,100	P	7
8	Centerbeam Flats (FBC)	1	32	46	P	8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	596	N/A	87,828	N/A	25

REBUILT UNITS

26	50-Ton Boxcars (XP)	32	1,855	725	C	26
27	100-Ton Covered Hoppers (LO)	50	1,650	412	C	27
28	Depressed Center Flatcar (FO)	1	64	44	C	28
29	50-Ton Boxcars (XP)	13	731	269	C	29
30	50-Ton Boxcars (XL)	2	117	25	C	30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	98	N/A	1,475	N/A	38
39	GRAND TOTAL	694	N/A	89,303	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 category:

- 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	5061	29.37	46.15	4	1
2	B	6268	11.62	44.00	42	2
3	C	2489	2.63	31.77	24	3
4	D	3128	.22	22.37	127	4
5	E	6819	XXXXXXX	XXXXX		5
6	TOTAL	23765	13.49	38.22	197	6
7	F		XXXXXXXXX	XXXXX		7
8	Potential abandonments	341				8

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

721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of cross-ties laid in replacement										Total (i)	Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No.
		New ties				Second-hand ties								Percent of spot maintenance (k)		
		Wooden		Concrete (d)	Other (e)	Wooden				Other (h)						
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)									
1	A	599657				29929						629586	2769016	1.1	1	
2	B	856007				61637					917644	3861553	1.2	2		
3	C	156257				16697					172954	419143	.3	3		
4	D	56422				99758					156180	697258	.2	4		
5	E	167426				312451					479877	2644179	3.4	5		
6	TOTAL	1835769				520472					2356241	10391149	6.2	6		
7	F													7		
8	Potential abandonments													8		

9. Average cost per cross-tie \$ 19.67 and switch-tie (MBM) \$ 531.23

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

Give particulars of ties laid during the year in new construction during the year.
In column (a) classify the ties as follows.

U — Wooden ties untreated when applied.

T — Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	55,359	17.11	947	413,511	508.36	210	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	55,359	17.11	947	413,511	508.36	210		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid <u>2.71</u>								
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid <u>10.66</u>								

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 track. "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)	Boiled rail (g)				
		Welded rail (b)	Boiled rail (c)	Welded rail (d)	Boiled rail (e)						
1	A	389.63	11.63	36.59	7.58	426.22	19.21	1.1	1		
2	B	68.85	2.05	196.13	40.64	264.98	42.69	3.6	2		
3	C	.42	.01	91.66	18.98	92.08	18.99	1.7	3		
4	D	-	-	40.32	8.36	40.32	8.36	.7	4		
5	E	16.48	.49	293.28	60.76	309.76	61.25	5.3	5		
6	TOTAL	475.38	14.18	657.98	136.32	1133.36	150.50	12.4	6		
7	F								7		
8	Potential Abandonments								8		
9	Average cost of new and relay rail laid in replacement per gross ton \$ 632.34. New \$ 175.57. 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 (a)	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 (d)	Average cost per ton (2,000 lb) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb) (g)				
1	1	132	32	21	645.84	132				1	
2										2	
3	4	132	596	70	116.73	132	1,599	240	149.79	3	
4										4	
5	4	131	7	1	113.82	131	111	13	117.29	5	
6										6	
7	4	115				115	43	5	127.03	7	
8										8	
9	4	112				112	26	3	126.11	9	
10										10	
11	4	110				110	473	58	123.55	11	
12										12	
13	1	100				100	56	7	116.14	13	
14										14	
15	4	100				100	5	1	128.25	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	
31										31	
32										32	
33	TOTAL	N/A	635	92	144.88	N/A	2,313	327	141.37	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									2.71	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									10.66	35
36	Track-miles of welded rail installed on system this year <u>58.1</u> ; total to date <u>13,253.7</u>										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	2.94			1
2	136	382.99			2
3	132	9523.90			3
4	131	483.01			4
5	130	369.18			5
6	115	1350.21			6
7	112	881.12			7
8	110	72.83			8
9	105	12.55			9
10	100	1059.83			10
11	90	293.12			11
12	85	431.00			12
13	80	93.07			13
14	75	160.58			14
15	70	33.07			15
16	65	22.91			16
17	60	5.00			17
18					18
19					19
20					20
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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 to units of property in each track category at year end.

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced	Miles of rail replaced (rail-miles)	Percent replaced	Miles surfaced		Percent surfaced		
		Cross-ties	Switch and bridge ties (board feet)								
										(b)	
(a)		(d)	(e)	(f)	(g)	(h)	(i)				
1	A	629586	2769016	4.3	4.4	445.43	4.4	1010554	2144.2	42.4	1
2	B	917644	3861553	5.0	4.9	307.67	2.5	1087746	2268.1	36.2	2
3	C	172954	419143	2.4	1.4	111.07	2.2	188141	324.0	13.0	3
4	D	156180	697258	1.7	1.8	48.68	.8	154092	212.4	6.8	4
5	E	479877	2644179	2.4	2.4	371.01	2.7	438304	705.2	10.3	5
6	TOTAL	2356241	10391149	3.4	3.2	1283.86	2.7	2878837	5653.9	23.8	6
7	F										7
8	Potential abandonments										8

729. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel Diesel oil (gallons) (b)	Line No.
1	Freight	269,589,332	1
2	Passenger		2
3	Yard switching	31,184,006	3
4	TOTAL	300,773,338	4
5	COST OF FUEL \$ (000)	183,045	5
6	Work Train	1,555,887	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)	14,703	23	1
		2. TRAIN MILES - RUNNING (B)	XXXXXXXX	XXXXXX	
2		2-01 UNIT TRAINS	3,198,545	XXXXXX	2
3		2-02 WAY TRAINS	8,582,827	XXXXXX	3
4		2-03 THROUGH TRAINS	29,334,249	66,820	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	41,115,621	66,820	5
6		2-05 MOTORCARS (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	41,115,621	66,820	7
		3. LOCOMOTIVE UNIT MILES (D)	XXXXXXXX	XXXXXX	
		ROAD SERVICE (E)	XXXXXXXX	XXXXXX	
8		3-01 UNIT TRAINS	10,937,777	XXXXXX	8
9		3-02 WAY TRAINS	18,221,445	XXXXXX	9
10		3-03 THROUGH TRAINS	82,118,648	66,820	10
11		3-04 TOTAL (lines 8-10)	111,277,870	66,820	11
12		3-11 TRAIN SWITCHING (F)	3,974,142	XXXXXX	12
13		3-21 YARD SWITCHING (G)	11,837,263		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	127,089,275	66,820	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	0	XXXXXX	15
16		4-011 BOX-PLAIN 50-FOOT AND LONGER	60,526	XXXXXX	16
17		4-012 BOX-EQUIPPED	140,597	XXXXXX	17
18		4-013 GONDOLA-PLAIN	51,865	XXXXXX	18
19		4-014 GONDOLA-EQUIPPED	20,764	XXXXXX	19
20		4-015 HOPPER-COVERED	107,328	XXXXXX	20
21		4-016 HOPPER-O/T-GENERAL SERVICE	357,579	XXXXXX	21
22		4-017 HOPPER-O/T-SPECIAL SERVICE	48,037	XXXXXX	22
23		4-018 REFRIGERATOR-MECHANICAL	4,332	XXXXXX	23
24		4-019 REFRIGERATOR-NON-MECHANICAL	6,559	XXXXXX	24
25		4-020 FLAT-TOFC/COFC	50,593	XXXXXX	25
26		4-021 FLAT-MULTI-LEVEL	15,991	XXXXXX	26
27		4-022 FLAT-GENERAL SERVICE	1,002	XXXXXX	27
28		4-023 FLAT-ALL OTHER	20,955	XXXXXX	28
29		4-024 ALL OTHER CAR TYPES	102,725	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	988,853	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	0	XXXXXX	31
32		4-111 BOX-PLAIN 50-FOOT AND LONGER	49,445	XXXXXX	32
33		4-112 BOX-EQUIPPED	137,645	XXXXXX	33
34		4-113 GONDOLA-PLAIN	55,890	XXXXXX	34
35		4-114 GONDOLA-EQUIPPED	22,244	XXXXXX	35
36		4-115 HOPPER-COVERED	111,555	XXXXXX	36
37		4-116 HOPPER-O/T-GENERAL SERVICE	347,486	XXXXXX	37
38		4-117 HOPPER-O/T-SPECIAL SERVICE	50,242	XXXXXX	38
39		4-118 REFRIGERATOR-MECHANICAL	3,320	XXXXXX	39
40		4-119 REFRIGERATOR-NON-MECHANICAL	6,113	XXXXXX	40
41		4-120 FLAT-TOFC/COFC	9,243	XXXXXX	41
42		4-121 FLAT-MULTI-LEVEL	10,070	XXXXXX	42
43		4-122 FLAT-GENERAL SERVICE	1,857	XXXXXX	43
44		4-123 FLAT-ALL OTHER	23,382	XXXXXX	44
45		4-124 ALL OTHER CAR TYPES	8,258	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	836,750	XXXXXX	46
		4-13 PRIVATE LINE CARS - LOADED (H)	XXXXXXXX	XXXXXX	
47		4-130 BOX-PLAIN 40-FOOT	0	XXXXXX	47
48		4-131 BOX-PLAIN 50-FOOT AND LONGER	11,494	XXXXXX	48
49		4-132 BOX-EQUIPPED	25	XXXXXX	49
50		4-133 GONDOLA-PLAIN	257	XXXXXX	50
51		4-134 GONDOLA-EQUIPPED	15	XXXXXX	51
52		4-135 HOPPER-COVERED	91,474	XXXXXX	52
53		4-136 HOPPER-O/T-GENERAL SERVICE	1,204	XXXXXX	53
54		4-137 HOPPER-O/T-SPECIAL SERVICE	901	XXXXXX	54
55		4-138 REFRIGERATOR-MECHANICAL	0	XXXXXX	55
56		4-139 REFRIGERATOR-NON-MECHANICAL	1,015	XXXXXX	56
57		4-140 FLAT-TOFC/COFC	201,418	XXXXXX	57
58		4-141 FLAT-MULTI-LEVEL	97,386	XXXXXX	58
59		4-142 FLAT-GENERAL SERVICE	45	XXXXXX	59
60		4-143 FLAT-ALL OTHER	11,250	XXXXXX	60
61		4-144 TANK UNDER 22,000 GALLONS	101,990	XXXXXX	61
62		4-145 TANK - 22,000 GALLONS AND OVER	34,132	XXXXXX	62
63		4-146 ALL OTHER CAR TYPES	375	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	552,981	XXXXXX	64

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
		4-15 PRIVATE LINE CARS-EMPTY (H)	XXXXXXXX	XXXXXX	
65		4-150 BOX-PLAIN 40-FOOT	0	XXXXXX	65
66		4-151 BOX-PLAIN 50-FOOT AND LONGER	3,764	XXXXXX	66
67		4-152 BOX-EQUIPPED	26	XXXXXX	67
68		4-153 GONDOLA-PLAIN	272	XXXXXX	68
69		4-154 GONDOLA-EQUIPPED	17	XXXXXX	69
70		4-155 HOPPER-COVERED	93,345	XXXXXX	70
71		4-156 HOPPER-O/T-GENERAL SERVICE	1,137	XXXXXX	71
72		4-157 HOPPER-O/T-SPECIAL SERVICE	1,183	XXXXXX	72
73		4-158 REFRIGERATOR-MECHANICAL	0	XXXXXX	73
74		4-159 REFRIGERATOR-NON-MECHANICAL	1,048	XXXXXX	74
75		4-160 FLAT-TOFC/COFC	35,472	XXXXXX	75
76		4-161 FLAT-MULTI-LEVEL	64,079	XXXXXX	76
77		4-162 FLAT-GENERAL SERVICE	43	XXXXXX	77
78		4-163 FLAT-ALL OTHER	12,831	XXXXXX	78
79		4-164 TANK UNDER 22,000 GALLONS	100,536	XXXXXX	79
80		4-165 TANK - 22,000 GALLONS AND OVER	36,056	XXXXXX	80
81		4-166 ALL OTHER CAR TYPES	349	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	350,158	XXXXXX	82
83		4-17 WORK EQUIPMENT CAR-MILES	27,286	XXXXXX	83
84		4-18 NO PAYMENT CAR-MILES (I) *	72,669	XXXXXX	84
		4-19 TOTAL CAR-MILES BY TRAIN TYPE	XXXXXXXX	XXXXXX	
85		4-190 UNIT TRAINS	270,090	XXXXXX	85
86		4-191 WAY TRAINS	176,033	XXXXXX	86
87		4-192 THROUGH TRAINS	2,382,574	XXXXXX	87
88		4-193 TOTAL (lines 85-87)	2,828,697	XXXXXX	88
89		4-20 CABOOSE MILES	8,788	XXXXXX	89

* Total number of loaded miles 80,844 and empty miles 5,318 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	18,043,370	8,687	98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	22,881,218	XXXXXX	99
100		6-021 WAY TRAINS	12,909,958	XXXXXX	100
101		6-022 THROUGH TRAINS	167,318,099	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.		32,985	102
103		6-04 NON-REVENUE	1,704,556	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	222,857,201	41,672	104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	260,843	XXXXXX	105
106		7-02 NON-REVENUE	1,613	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	262,456	XXXXXX	107
		8. TON-MILES OF FREIGHT (Thousands) (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	107,173,029	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	107,173,029	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	296,033	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	296,033	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	107,469,062	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	2,129,674	XXXXXX	115
116		9-02 TRAIN SWITCHING	308,719	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	1,316,474	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	949,908	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	539,212	XXXXXX	120
121		12-02 WAY TRAINS	2,930,594	XXXXXX	121
122		12-03 THROUGH TRAINS	5,828,949	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	1,222,277	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	1,073,856	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	42,769	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	39,597,000	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)	39,597,000	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	18,998	XXXXXX	130
131		17-02 UNSERVICEABLE	332	XXXXXX	131
132		17-03 SURPLUS	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	19,330	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

John P. Rathbone 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, 1992, to and including December 31, 1992.


(Signature of affiant)

Subscribed and sworn to before me a Notary Public in and for the State and City above named, this 31st day of March, 1993. 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

David R. Goode 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, 1992, to and including December 31, 1992.


(Signature of affiant)

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

Use an
LS.
impression seal


(Signature of officer authorized to administer oaths)

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