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DUPLICATE

SECTION OF ECONOMICS
AUDIT & ACCOUNTING
RECORDS

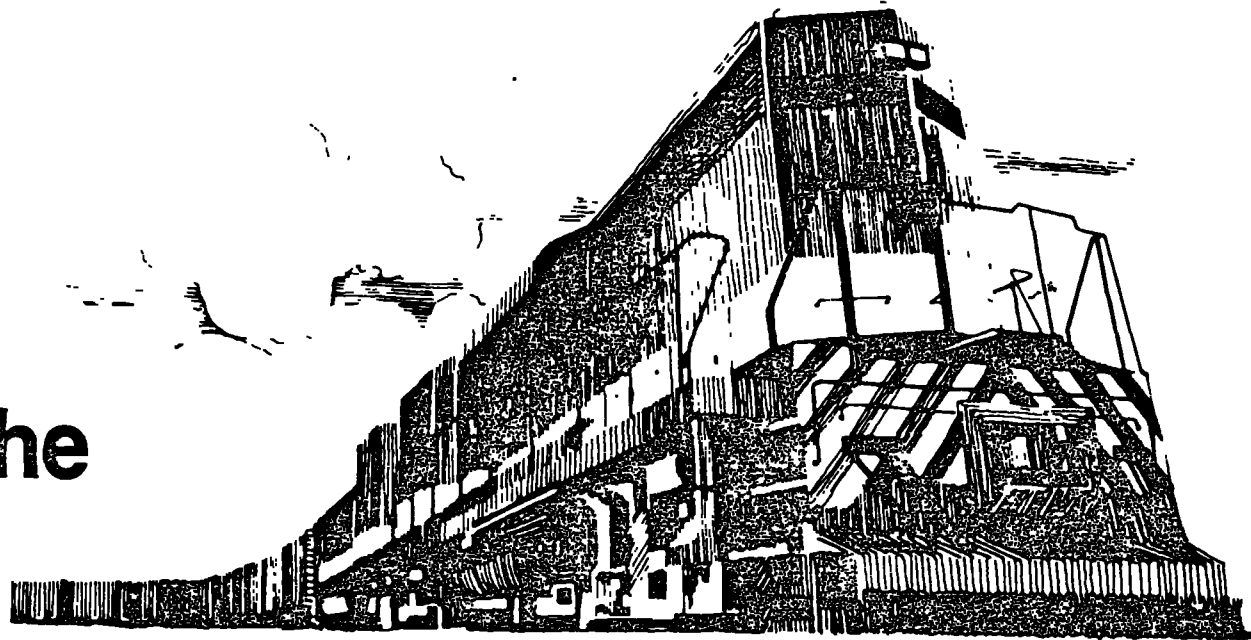
ACAA- R-1

APPROVED BY OMB
3120-0029
EXPIRES 3-31-93

annual report

	<p>NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES THREE COMMERCIAL PLACE NORFOLK, VA 23510-2191</p>
<p>Correct name and address if different than shown.</p>	<p>Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)</p>

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1993

NOTICE

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

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

(49) U.S.C. 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 \$300 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

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

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

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

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

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

5. All entries should be made in a permanent black ink. Those of a cursive 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 lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts, a lessor company, the property of which being leased to and operated by another company, is one that maintains a separate legal existence and keeps financial but not operating accounts.

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

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

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

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

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

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

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

ANNUAL REPORT

OF

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1993

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)

TABLE OF CONTENTS

	SCHEDULE NO	PAGE		SCHEDULE NO	PAGE
Schedules Omitted by Respondent	A	1	Supporting Schedule—Road	416	58
Identity of Respondent	B	2	Specialized Service Subschedule—Transportation	417	60
Voting Powers and Elections	C	3	Supporting Schedule—Capital Leases	418	61
Comparative Statement of Financial Position	200	5	Analysis of Taxes	450	63
Results of Operations	210	16	Items in Selected Income and Retained Earnings		
Retained Earnings—Unappropriated	220	19	Accounts for the Year	460	65
Capital Stock	230	20	Guaranties and Suretyships	501	66
Statement of Changes in Financial Position	240	21	Compensating Balances and Short-Term Borrowing		
Working Capital Information	245	23	Arrangements	502	67
Investments and Advances Affiliated Companies	310	26	Separation of Debtholdings between Road Property and		
Investments in Common Stocks of Affiliated Companies	310A	30	Equipment	510	69
Road Property and Equipment and Improvements to leased			Transactions Between Respondent and Companies or		
Property and Equipment	330	32	Persons Affiliated With Respondent for Services		
Depreciation Base and Rates—Road and Equipment			Received or Provided	512	72
Owned and Used and Leased from Others	332	34	Mileage Operated at Close of Year	700	74
Accumulated Depreciation—Road and Equipment			Miles of Road at Close of Year—By States and		
Owned and Used	335	35	Territories (Single Track) (For Other Than Switching and		
Accrued Liability—Leased Property	339	36	Terminal Companies)	702	75
Depreciation Base and Rates—Improvements to Road			Inventory of Equipment	710	78
and Equipment Leased from Others	340	37	Unit Cost of Equipment Installed During the Year	710S	84
Accumulated Depreciation—Improvements to Road and			Track and Traffic Conditions	720	85
Equipment Leased from Others	342	38	Ties Laid in Replacement	721	86
Depreciation Base and Rates—Road and Equipment			Ties Laid in Additional Tracks and in New Lines and		
Leased to Others	350	40	Extensions	722	87
Accumulated Depreciation—Road and Equipment			Rails Laid in Replacement	723	88
Leased to Others	351	41	Rails Laid in Additional Tracks and in New Lines and		
Investment in Railroad Property Used in Transportation			Extensions	724	89
Service (By Company)	352A	42	Weight of Rail	725	90
Investment in Railway Property Used in Transportation			Summary of Track Replacements	726	91
Service (By Property Accounts)	352B	43	Consumption of Fuel by Motive-Power Units	750	91
Railway Operating Expenses	410	45	Railroad Operating Statistics	755	94
Way and Structures	412	52	Verification		98
Rents for Interchanged Freight Train Cars and Other Freight			Memoranda		99
Carrying Equipment	414	53	Index		100
Supporting Schedule—Equipment	415	56			

SPECIAL NOTICE

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

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No	Title
		NONE

B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Norfolk Southern Combined Railroad Subsidiaries* (NS Rail) is comprised principally of Norfolk Southern Railway Consolidated and its major subsidiary Norfolk and Western Railway Consolidated
2. Date of incorporation Norfolk Southern Railway Company was incorporated June 18, 1894, under the name Southern Railway Company; Norfolk and Western Railway Company - January 15, 1896
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees
Norfolk Southern Railway Company-Organized under and by virtue of an act of Assembly of the State of Virginia, approved February 20, 1894 Norfolk and Western Railway Company-Organized September 24, 1896 under act of General Assembly of Virginia, approved January 15, 1896
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars On June 1, 1982, Southern Railway Company (SR) and Norfolk and Western Railway Company (NW) became subsidiaries of Norfolk Southern Corporation (NS), a transportation holding company incorporated in Virginia Effective December 31, 1990, NS transferred all the common stock of NW to SR, and SR's name was changed to Norfolk Southern Railway Company.

* See note on page 4 "Principles of Combined Reporting."

STOCKHOLDERS REPORTS

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

Check appropriate box:

☐ Two Copies are attached to this report.

☐ Two copies will be submitted _____

☒ 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, 1993, 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 Leasing, Inc. 500
votes as of December 31, 1993.
(date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. One stockholder.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreement, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year; show such thirty security holders as of the close of the year.*

Line No.	Name of Security Holder	Address of Security Holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common	PREFERRED		
Second	First						
1	Norfolk Southern Railway:						1
2	Norfolk Southern Corp.	Norfolk, VA	16,668,997	16,668,997		*	2
3							3
4	TCS Leasing, 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, 1993, 1,197,027 shares of \$2.60 cumulative preferred stock, Series A were issued and						15
16	1,096,833 shares were held other than by subsidiaries.						16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent NSR-16,668,997 & TCS Leasing, Inc 500.
11. Give the date of such meeting. NSR - May 25, 1993 and TCS Leasing, Inc - October 29, 1993
12. Give the place of such meeting. Norfolk, Virginia for both NSR and TCS Leasing, Inc.

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
	Citico Realty Company
<u>Class II</u>	Elberton Southern Railway Company
Alabama Great Southern Railroad Company, The	Georgia Midland Railway Company, The
Central of Georgia Railroad Company	High Point, Randleman, Asheboro and Southern Railroad Company
Cincinnati, New Orleans and Texas Pacific Railway Company, The	Lake Erie Dock Company
Georgia Southern and Florida Railway Company	Memphis and Charleston Railway Company
	Mobile and Birmingham Railroad Company
<u>Class III</u>	North Carolina Midland Railroad Company, The
Atlantic and East Carolina Railway Company	Rail Investment Company
Camp Lejeune Railroad Company	Richmond-Washington Company
Chesapeake Western Railway	Shenandoah-Virginia Corporation
Interstate Railroad Company	South Western Rail Road Company, The
Norfolk and Portsmouth Belt Line Railroad Company	Southern Rail Terminals, Inc.
State University Railroad Company	Southern Rail Terminals of North Carolina, Inc.
Tennessee, Alabama & Georgia Railway Company	Southern Railway - Carolina Division
Tennessee Railway Company	Southern Region Coal Transport, Inc.
	Southern Region Materials Supply, Inc.
	Southern Region Motor Transport, Inc.
	TCS Leasing, 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	2,543	14,583	1
2		702	Temporary Cash Investments	149,666	52,537	2
3		703	Special Deposits			3
			Accounts Receivable:			
4		704	- Loan and Notes	3,021	3,497	4
5		705	- Interline and Other Balances	9,086	7,176	5
6		706	- Customers	251,973	256,512	6
7		707	- Other	36,863	36,496	7
8		709, 708	- Accrued Accounts Receivables	233,949	219,388	8
9		708.5	- Receivables from Affiliated Companies		117,596	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(9,173)	(9,993)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	133,078	126,777	11
12		712	Materials and Supplies	65,863	73,371	12
13		713	Other Current Assets	237,964	10,514	13
14			TOTAL CURRENT ASSETS	1,114,833	908,454	14
Other Assets						
15		715, 716, 717	Special Funds	11,510	19,618	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	230,530	200,873	16
17		722, 723	Other Investments and Advances	119,862	255,679	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) \$10,101 and \$20,178 respectively	55,951	219,347	19
20		739, 741	Other Assets	5,889	7,388	20
21		743	Other Deferred Debits	7,533	3,121	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	431,275	706,026	23
Road and Equipment						
24		731, 732	Road (Schedule 330, L-30 Col. h & b)	7,513,689	7,306,392	24
25		731, 732	Equipment (Schedule 330, L-39 Col. h & b)	4,358,937	4,292,158	25
26		731, 732	Unallocated Items	264,338	186,420	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(3,868,367)	(3,736,563)	27
28			Net Road and Equipment	8,268,597	8,048,407	28
29			TOTAL ASSETS	9,814,705	9,662,887	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable	27,200	27,200	30
31		752	Accounts Payable; Interline and Other Balances	2,269	1,193	31
32		753	Audited Accounts and Wages	33,192	32,521	32
33		754	Other Accounts Payable	2,488	3,793	33
34		755, 756	Interest and Dividends Payable	15,917	20,619	34
35		757	Payables to Affiliated Companies	91,475		35
36		759	Accrued Accounts Payable	424,084	441,592	36
37		760, 761, 761.5, 762	Taxes Accrued	137,569	162,898	37
38		763	Other Current Liabilities	99,600	74,818	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	113,414	82,544	39
40			TOTAL CURRENT LIABILITIES	947,208	847,178	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	40,682	152,904	41
42		766	Equipment Obligations	483,817	517,497	42
43		766.5	Capitalized Lease Obligations	1,243	2,326	43
44		768	Debt in Default			44
45		769	Accounts Payable; Affiliated Companies	105		45
46		770.1, 770.2	Unamortized Debt Premium	(4,665)	(5,164)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,121,621	2,638,708	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,140,073	819,220	50
51			TOTAL NONCURRENT LIABILITIES	3,782,876	4,125,491	51
Shareholders' Equity						
52		791, 792	Total Capital Stock: (Schedule 230, L-53 & 54)			52
53			Common Stock	166,890	166,690	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	513,757	513,757	56
57		797	Retained Earnings:			57
58		798	Appropriated	17,236	17,236	58
59		798.1	Unappropriated (Schedule 220)	4,386,938	3,992,535	59
60		798.5	Net Unrealized Loss on Noncurrent Marketable Equity Securities			60
61			Less Treasury Stock			61
62			Net Stockholders' Equity	5,084,621	4,690,218	62
			TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	9,814,705	9,662,887	

NOTES AND REMARKS

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.)

See Note 7 on page 10.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities. See Note 8. on page 11.

		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

NS Rail's defined benefit pension plans, which principally cover salaried employees, are part of NS' retirement plans. Pension benefits are based primarily on years of creditable 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.

Pension Cost (Benefit) Components

	<u>1993</u>	<u>1992</u>
	(In millions of dollars)	
Service cost-benefits earned during the year	\$ 10.7	\$ 10.8
Interest cost on projected benefit obligation	58.6	57.5
Actual return on assets in plans	(105.6)	(68.6)
Net amortization and deferral	<u>27.9</u>	<u>(7.0)</u>
Net pension benefit	<u>\$ (8.4)</u>	<u>\$ (7.3)</u>

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

	<u>1993</u>	<u>1992</u>
Discount rate for determining funded status	7.25%	8.25%
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>1993</u>	<u>1992</u>
	(In millions of dollars)	
Actuarial present value of benefit obligations:		
Vested benefits	\$ 754.9	\$ 644.2
Nonvested benefits	<u>—</u>	<u>0.1</u>
Accumulated benefit obligation	754.9	644.3
Effect of expected future salary increases	<u>108.7</u>	<u>96.2</u>
Projected benefit obligation	863.6	740.5
Fair value of assets in plans	<u>923.4</u>	<u>891.3</u>
Funded status	59.8	150.8
Unrecognized initial net asset	(51.1)	(60.1)
Unrecognized gain	(116.1)	(159.4)
Unrecognized prior service cost	<u>9.1</u>	<u>10.3</u>
Net pension liability included in the balance sheets	<u>\$ (98.3)</u>	<u>\$ (58.4)</u>

Early Retirement Program

During 1993, NS Rail completed a voluntary early retirement program for salaried employees that resulted in a \$42.4 million charge. The principal benefit for those who participated in the program was enhanced pension benefits which are reflected in the accumulated benefit obligation at December 31, 1993. The \$42.4 million expense is reflected in Schedule 410 on line 618, column (e).

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

NOTES TO FINANCIAL STATEMENTS

3. Pension Plans (continued)

Transfer of Pension Plan Assets

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 December 1993, 1992 and 1991, \$13.0 million, \$15.0 million and \$14.5 million, respectively, were 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 benefit costs for retirees.

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

	December 31,	
	1993	1992
	(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>

7. Contingencies

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. Norfolk Southern Railway and certain subsidiaries have received notices from the Environmental Protection Agency that they are potentially responsible parties under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), which generally imposes joint and several liability for cleanup costs. State agencies also have notified NS Rail and certain subsidiaries that they may be potentially responsible for environmental damages, and in several instances they have agreed voluntarily to initiate cleanup.

For CERCLA sites and all other known environmental incidents where loss or liability is probable, NS Rail has recorded an estimated liability. The amount of that liability, which includes estimated costs of remediation (and any associated restoration) on a site-by-site basis, is expected to be paid over several years. Claims, if any, against third parties for recovery of remediation costs incurred by NS Rail are reflected as receivables in the balance sheet and are not netted against the associated NS Rail liability. Environmental engineers perform ongoing analyses of all identified sites, and—after consulting with counsel—any necessary adjustments to initial liability estimates are recorded. NS Rail also has established an Environmental Policy Council, composed of senior managers, to prescribe and direct its environmental initiatives.

Estimates of a company's potential financial exposure even for known environmental claims or incidents are necessarily imprecise because of the widely varying costs of available remediation techniques, the difficulty of determining in advance the nature and extent of contamination and each potential participant's share of an estimated loss, and evolving statutory and regulatory standards governing liability.

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

NOTES TO FINANCIAL STATEMENTS

7. Contingencies (continued)

The risk of incurring environmental liability—for acts and omissions, both past and current—is inherent in railroad operations. Moreover, some of the commodities, particularly those classified as hazardous materials, in NS Rail's traffic mix can pose special risks that NS Rail and its subsidiaries work diligently to minimize. In addition, several NS Rail subsidiaries have land holdings that may be leased (and operated by others) or held for sale. Because certain conditions may exist on these properties for which NS Rail ultimately may bear some financial responsibility, there can be no assurance that NS Rail will not incur liabilities or costs, the amount of and materiality of which, to a single accounting period or in the aggregate, cannot be estimated reliably now, related to environmental problems that are latent or undiscovered.

However, based on its assessments of the facts and circumstances now known and after consulting with its legal counsel, Management believes that it has recorded appropriate estimates of liability for those environmental matters of which the Company is aware.

8. Marketable Equity Securities

	December 31.	
	1993	1992
	(In millions of dollars)	

Marketable equity securities, carried at lower of cost or market	\$ 20.6	\$ 20.6
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At December 31, 1993 and 1992, the market value of marketable equity securities which consist principally of 7,252,634 shares of NS common stock, was \$511.9 million and \$444.6 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 among its rail operating subsidiaries. Rail operations are coordinated at the holding company level by the NS Executive Vice President-Operations.

Noncash Dividend

On April 1, 1993, NS Rail declared and issued to NS a \$104.7 million noncash dividend representing the net assets of several nonrailroad subsidiaries. These subsidiaries, principally involved in real estate, produce a small amount of rental income which will no longer be part of NS Rail's results. Noncash dividends 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

	December 31,	
	1993	1992
	(In millions of dollars)	
Due from NS:		
Short-term advances	\$ —	\$ 117.6
Long-term advances	\$ 161.4	\$ 161.4
Due to NS:		
Short-term payable	\$ 91.5	\$ —

During 1993, NW issued a demand note for \$112.6 million to an NS subsidiary for the purchase of a portfolio of short-term investments. This noncash transaction was excluded from the Consolidated Statement of Cash Flows.

Interest is applied to short-term advances at the average NS yield on short-term investments.

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, 1993 and 1992, NS Rail had intercompany federal income tax payables (which are included in "Other long-term liabilities" on Schedule 200) of \$145.9 million and \$113.8 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, 1993 and 1992, NS had recorded \$521.8 million and \$520.5 million, respectively, of notes under this program. In March 1991, NS issued \$250 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), 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, 1993, NS has purchased and retired 53,615,800 shares of its common stock under these programs at a cost of \$2.2 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 (see Note 14) also will come principally from NS Rail.

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

In the pricing of freight services, NS Rail continued in 1993 to increase its reliance on private contracts which, coupled with traffic that has been exempted from regulation by the ICC (e.g., boxcar and intermodal traffic), presently account for over 80 percent of freight operating revenues. Thus, a major portion of NS Rail's freight business is not economically regulated by the government. In general, market forces have been substituted for government regulation and now are the primary determinant of rail service prices.

In 1993, the ICC found NS Rail "revenue adequate" based on results for the year 1992. 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. Required Accounting Changes

Effective January 1, 1993, NS Rail adopted Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106), and Statement of Financial Accounting Standards No. 112, "Employers' Accounting for Postemployment Benefits" (SFAS 112). SFAS 106 requires NS Rail to accrue the cost of specified health care and death benefits over an employee's active service period rather than, as was the previously prevailing practice, accounting for such expenses on a pay-as-you-go basis. SFAS 112 requires corporations to recognize the cost of benefits payable to former or inactive employees after employment but before retirement on an accrual basis. For NS Rail, such postemployment benefits consist principally of benefit obligations related to participants in the long-term disability plan. NS Rail recognized the effects of these changes in accounting on the immediate recognition basis. The cumulative effects on years prior to 1993 of adopting SFAS 106 and 112 increased pretax expenses by \$359 million (\$222.6 million after-tax). The impact on 1993 expenses is not material. The pro forma effects of applying SFAS 106 and SFAS 112 on individual prior years is not presented, as the effect on each separate year also is not material.

Also effective January 1, 1993, NS Rail adopted Statement of Financial Accounting Standards No. 109, "Accounting for Income Taxes" (SFAS 109). SFAS 109 requires a change from the deferred method of accounting for income taxes to the asset and liability method of accounting for income taxes. Under the asset and liability method, deferred tax assets and liabilities are recognized for the future tax consequences attributable to differences between the financial statement carrying amounts of existing assets and liabilities and their respective tax bases. Deferred tax assets and liabilities are measured using enacted tax rates expected to apply to taxable income in the years in which those temporary differences are expected to be recovered or settled. Under SFAS 109, the effect on deferred tax assets and liabilities of a change in tax rates is recognized in income in the period that includes the enactment date. Under the deferred method, which applied for 1992 and prior years, deferred income taxes were recognized for income and expense items that were reported in different years for financial reporting purposes and income tax purposes using the tax rate applicable for the year of the calculation, and deferred taxes were not adjusted for subsequent changes in tax rates. The cumulative effect on years prior to 1993 of adopting SFAS 109 increased net income by \$469 million.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS****13. Federal Income Tax Rate Increase**

In August 1993, Congress enacted the Revenue Reconciliation Act of 1993, which increased the federal corporate income tax rate from 34% to 35%, retroactive to January 1, 1993. The tax rate increase had two components which, as required by SFAS 109, were recognized in 1993's earnings.

The first component relates to the increased income tax rate's effect on 1993's earnings, which increased the provision for income taxes and reduced net income by \$9.2 million. The second component increased the provision for the net deferred tax liability in the Balance Sheet, which reduced net income by \$51.2 million.

14. Special Charge in 1991 and Subsequent Partial Reversal in 1993

Included in 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 the buy out of certain productivity funds (payments to train service employees whenever a train operates with a reduced crew). The labor portion of the special charge amounted to \$450 million and represented the estimated costs of achieving the productivity gains provided by these new agreements.

Property

The property portion of the special charge, which amounted to \$33 million, was for marginally productive railroad property that was scheduled for sale or abandonment.

The accounting and reporting for the NS Rail special charge, which was approved by the ICC in a letter dated February 20, 1992, from William F. Moss, III, Chief-Section of Audit and Accounting.

Special Charge Reversal

Based on NS Rail's success in eliminating reserve board positions in 1992 and 1993, and on events occurring in the third quarter of 1993, the accrual included in the 1991 special charge related to labor was reduced by \$46 million. The principal factor contributing to the reversal was that, in 1993, agreement on terms for certain further labor savings could not be reached. Accordingly, it became apparent that a surplus existed in the labor portion of the provision established in the 1991 special charge. This reversal was recorded on Schedule 410, line 618, column (e).

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)

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	3,624,381	3,655,251	3,624,381		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	68,480	67,321	68,480		4
5		(105) Water Transfers					5
6		(106) Demurrage	24,413	23,011	24,413		6
7		(110) Incidental	28,592	31,735	28,592		7
8		(121) Joint Facility-Credit (Debit)		(332)			8
9		(122) Joint Facility-Debit (Credit)		(1)			9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,745,866	3,776,987	3,745,866		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)	3,745,866	3,776,987	3,745,866		13
14		(531) Railway operating expenses	2,830,577	2,850,839	2,830,577		14
15		Net revenue from railway operations	915,289	926,148	915,289		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	1,801	3,755			16
17		(510) Miscellaneous rent income	18,124	18,772			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	13,496	13,391			19
20		(514) Interest Income	15,179	18,209			20
21		(516) Income from sinking and other funds	500	1,260			21
22		(517) Release of premiums on funded debt	7	7			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	77,632	63,035			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)	496	982			26
27		TOTAL OTHER INCOME (lines 16-26)	127,235	119,411			27
28		TOTAL INCOME (lines 15, 27)	1,042,524	1,045,559			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	10,735	13,107			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	6,303	9,110			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	17,038	22,217			36
37		Income available for fixed charges (lines 28, 36)	1,025,486	1,023,342			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	33,583	47,187	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	55,435	50,330	40
41		(548) Amortization of discount on funded debt	976	548	41
42		TOTAL FIXED CHARGES (lines 38-41)	89,994	98,065	42
43		Income after fixed charges (lines 37, 42)	935,492	925,277	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	680	357	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	934,812	924,920	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	•	(a) Federal income taxes	278,153	214,020	47
48	•	(b) State income taxes	40,350	31,108	48
49	•	(c) Other income taxes			49
50	•	(557) Provision for deferred taxes	89,580	79,408	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	408,083	324,536	51
52		Income from continuing operations (lines 46+51)	526,729	600,384	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)	526,729	600,384	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 \$)	246,381		60
61	•	Net income (Loss) (lines 55+59+60)	773,110	600,384	61
Reconciliation of net railway operating income(NROI)					
62		Net revenues from railway operation	915,289	926,148	62
63	•	(556) Income taxes on ordinary income (-)	(318,503)	(245,128)	63
64	•	(557) Provision for deferred income taxes (-)	(89,580)	(79,408)	64
65		Income from lease of road and equipment (-)			65
66		Rent for leased roads and equipment (+)	16,114	15,266	66
67		Net railway operating income (loss)	523,320	616,878	67

NOTES AND REMARKS FOR SCHEDULES 210 and 220

220. RETAINED EARNINGS
(Dollars in Thousands)

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

Line No.	Cross Check	Item	Retained earnings- Unappropriated	Equity in undistributed earnings (losses) of affiliated companies	Line No.
		(a)	(b)	(c)	
1		Balances at beginning of year	3,992,535	N/A	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	773,110		3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	773,110		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 (Note 2)	378,707		11
12		Preferred stock (Note 1)			12
13		TOTAL	378,707		13
14		Net increase (decrease) during year (line 6 minus line 13)	394,403		14
15	*	Balances at close of year (lines 1, 2 & 14)	4,386,938		15
16	*	Balances from line 15 (c)		N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	4,386,938	N/A	17
18		(798) Total appropriated retained earnings:			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at close of year \$17,236			21
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ None			23
		Account 616 \$ None			

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

(2) On April 1, 1993, Norfolk Southern Railway (NSR) declared and issued to NS a \$104.7 million non-cash dividend representing the net assets of several nonrailroad subsidiaries. These subsidiaries, principally involved in real estate, produce a small amount of rental income which no longer will be a part of NSR's results of operations.

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

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		Net Income	773,110	600,384	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	(31,401)	(14,773)	11
12		Depreciation and amortization expenses	362,739	340,654	12
13		Increase (decrease) in provision for deferred income taxes	89,580	79,408	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(496)	(982)	14
15		Decrease (increase) in accounts receivable	(12,868)	(4,772)	15
16		Decrease (increase) in materials and supplies, and other current assets	(488)	(11,911)	16
17		Increase (decrease) in current liabilities other than debt	(41,430)	(4,371)	17
18		Increase (decrease) in other-net	(278,026)	(34,739)	18
19		Net cash provided from continuing operations (Lines 10-18)	860,720	948,898	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)	860,720	948,898	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	85,256	41,229	22
23		Capital expenditures	(641,303)	(619,387)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	(118,605)	42,959	24
25		Proceeds from sale/repayment of investment and advances	(5,257)	7,606	25
26		Purchase price of long-term investment and advances	(81,320)	(69,324)	26
27		Net decrease (increase) in sinking and other special funds	6,291	3,598	27
28		Other-net	222,029	(89,128)	28
29		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(532,909)	(682,447)	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	38,550	63,300	30
31		Principal payments of long-term debt	(104,648)	(90,141)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(273,753)	(269,051)	34
35		Other-net	-	-	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(339,851)	(295,892)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	(12,040)	(29,441)	37
38		Cash and cash equivalents at beginning of the year	14,583	44,024	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	2,543	14,583	39
		Footnotes to Schedule 240 Cash paid during the year for:			
40		Interest (net of amount capitalized)*	61,534	55,487	40
41		Income taxes (net)*	342,615	191,414	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	9,086	1
2	Customers (706)	Schedule 200, line 6, column b	251,973	2
3	Other (707)	Note A	36,863	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	297,922	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,745,866	5
6	Rent Income	Note B	169,708	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,915,574	7
8	Average Daily Operating Revenues	Line 7 + 360 days	10,877	8
	Days of Operating Revenue in			
9	Current Operating Assets	Line 4 + line 8	27	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	42	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	2,269	11
12	Audited Accounts and Wages Payable (753)	Note A	33,192	12
13	Accounts Payable-Other (754)	Note A	2,488	13
14	Other Taxes Accrued (761.5)	Note A	89,725	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	127,674	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,830,577	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	361,939	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,638,346	18
19	Average Daily Expenditures	Line 18 + 360 days	7,329	19
	Days of Operating Expenses in Current			
20	Operating Liabilities	Line 15 + line 19	17	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	183,225	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	152,209	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	152,209	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	65,863	25
	Scrap and Obsolete Material included			
26	in Acct. 712	Note A		26
	Materials and Supplies held for Common			
27	Carrier Purposes	Line 25 - line 26	65,863	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	218,072	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

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES

SCHEDULE 250 - PART B Year 1993 Determination of Nonrail Taxes

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3.

PART I - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES)

- (1) Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity.

	<u>\$000's</u>
Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity.....	\$ 934,812
- Equity in undistributed earnings, which represents the total Schedule 210, Line 26 for all railroads in the reporting entity.....	496
- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend.....)	<u>13,495</u>
= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below.....	<u>\$ 920,821</u>

- (2) Determine Combined/Consolidated Adjusted Pretax NROI for all railroads in the reporting entity

Combined/Consolidated Pretax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.....	\$ 523,320
+ Current provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes <u>both</u> Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes.....)	408,083
+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity.....	7,029
+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity.....	7
- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity.....	89,994
- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1).....	<u>—</u>
= Combined/Consolidated Pretax Adjusted NROI for all railroads. This represents "8" in Item (3) below.....	<u>\$ 848,445</u>

- (3) Calculate the railroad-related tax ratio: "B/A" 92.14%

- (4) Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the nonrailroad-related tax ratio 7.86%

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES

SCHEDULE 250 – PART B

Year 1993

Determination of Nonrail Taxes

Page 2

(5) Compute the nonrailroad portion of the total provisions for taxes. This equals:

The nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity

\$ 25,034

**PART II – DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES
(EXCLUDES ALL AFFILIATED RAILROADS)**

(6) This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pretax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies

\$ —

PART III – DETERMINE TOTAL NONRAILROAD-RELATED TAXES

(7) This is determined as follows:

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above).....

\$ 25,034

+ Total nonrailroad-related taxes for rail-related affiliates (Item 6 above).....

—

Equals total nonrailroad-related taxes. (This amount should be transferred to Schedule 250, Part A, Line 3)

\$ 25,034

Road Initials: NSRail Year 1993

250—CONSOLIDATED INFORMATION
FOR REVENUE ADEQUACY DETERMINATION
(Dollars in Thousands)

Line No.	Item (a)	Beginning of year (b)	End of Year (c)
	Adjusted Net Railway Operating Income for Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity		523,320
2	Add: Interest Income from Working Capital Allowance-Cash Portion		7,029
3	Income Taxes Associated with Non-Rail Income and Deductions	N/A	25,034
4	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		11,081
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		566,464
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	7,929,970	8,146,787
7	Less: Interest During Construction	4,083	3,250
8	Other Elements of Investment (if debit balance)	—	—
9	Add: Net Rail Assets of Rail-Related Affiliates	—	—
10	Working Capital Allowance	140,491	218,072
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	8,066,378	8,361,609
12	Less: Accumulated Deferred Income Tax Credits	2,638,708	2,121,621
13	Net Investment Base (Line 11 - 12)	5,427,670	6,239,988

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
See Page 4 (Schedule C), "Principles of Combined Reporting."	

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)	6.80	6
7				Algiers 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	1,939		580	1,359		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				11
12	19			19				12
13	.			.				13
14	16			16				14
15								15
16								16
17	3,680		580	3,100		20		17
18								18
19								19
20	240			240		226		20
21	20,566			20,566			13,490	21
22								22
23	20,806			20,806		226	13,490	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		E-3	X	Pocahontas Land Corp		12
13			X	Norfolk Southern Corporation		13
14			VI	Southern Region Industrial Realty, Inc.		14
15				Total E-3		15
16						16
17		**	VI	Bogle Eisenhower LTD	(a) 50.00	17
18			VI	700 North Fairfax Street Limited Partnership	(b) 45.00	18
19			VI	1575 Eye Street Associates	(c) 62.00	19
20			VI	Northmont Ltd. Partnership	(d) 50.00	20
21			VI	2150 Northmont Parkway Limited Partnership	(e) 50.00	21
22			VI	CK-Southern Associates	(f) 50.00	22
23			VI	CK-Southern Associates No. 2	(g) 33.33	23
24			VI	CNS Limited Partnership	(h) 50.00	24
25						25
26						26
27			VII	Triple Crown Services Co.	(i) 50.00	27
28				Total		28
29				Total 721		29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

** Investment in and/or advances to partnerships

- (a) Bogle Development, Inc. 50%
- (b) Tavern Square Corp. 50% and R.L. Travers Associates, 5%
- (c) The American Society of Assoc. Executives, 33%; 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%
- (i) NS Crown Services, Inc., is a 50% general partner; the other general partner, TCV, Inc., is a subsidiary of Conrail.

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		100	114				1
2	3,176		43	3,133				2
3	1,455		186	1,269				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	4,935		329	4,606			2	10
11								11
12								12
13	30,000		5,000	25,000			2,212	13
14	161,378			161,378				14
15		383		383				15
16	191,378	383	5,000	186,761			2,212	16
17								17
18								18
19	*							19
20	(7,718)	7,718						20
21								21
22								22
23	(22,512)	22,512						23
24	(2,702)	2,702						24
25	1,153		1,153					25
26								26
27								27
28		5,400	1,486	3,914				28
29	(31,779)	38,332	2,639	3,914				29
30								30
31	192,284	38,715	8,548	222,451		246	15,934	30
32								32
33				(246)				33
34				8,325				34
35				230,530	721.5 Total			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.	7,472	(500)	180			7,162	2
3	Augusta and Summerville	56					56	3
4	Central Transfer and Storage Co.	6	(1)	1			6	4
5	Algiers Winslow and Western	1,299	(499)	299			1,099	5
6	Woodstock and Blocton	2	(6)	6			2	6
7	Total Carriers	8,835	(1,006)	496			8,325	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 335Column (d) Other Credits

12,143 Transfer of highway revenue equipment from non-railroad subsidiary.

6,764 Reclassification of freight cars to work equipment.

4,789 Transfer of excess reserves in accounts (24 & 59), as determined by
latest reserve study, to Excess Reserve account.23,696Column (f) Other Debits

6,764 Reclassification of freight cars to work equipment.

1,824 Transfer excess reserve

2,965 Transfer excess reserve11,553Reconciliation of Depreciation Expense to Schedule 410Road (Column (c))

181,455 Schedule 410

2,497 Shop Machinery183,952

174,784 Line 30 Schedule 335

9,004 Line 39 Schedule 342

164 Line 41 Schedule 339183,952Equipment (Column (c))

180,484 Schedule 410

(2,497) Shop Machinery177,987 Schedule 335, Line 40Reconciliation of Accumulated Depreciation and Amortization to Schedule 200

3,780,370 Schedule 335, Line 41, Column (g)

87,997 Schedule 342, Line 39, Column (g)3,868,367 Schedule 200, Line 27, Column (b)

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	135,432			1
2		(3) Grading	457,134			2
3		(4) Other, right-of-way expenditures	4,248			3
4		(5) Tunnels and subways	42,511			4
5		(6) Bridges, trestles, and culverts	519,385			5
6		(7) Elevated structures	34,807			6
7		(8) Ties	1,429,936			7
8		(9) Rail and other track material	2,422,841			8
9		(11) Ballast	627,748			9
10		(13) Fences, snow sheds, and signs	6,726			10
11		(16) Station and office buildings	228,837			11
12		(17) Roadway buildings	29,564			12
13		(18) Water stations	1,855			13
14		(19) Fuel stations	11,956			14
15		(20) Shops and enginehouses	157,776			15
16		(22) Storage warehouses	881			16
17		(23) Wharves and docks	3,890			17
18		(24) Coal and ore wharves	94,437			18
19		(25) TOFC/COFC terminals	69,749			19
20		(26) Communication systems	205,028			20
21		(27) Signals and interlocker	374,408			21
22		(29) Power plants	3,544			22
23		(31) Power-transmission systems	16,553			23
24		(35) Miscellaneous structures	9,140			24
25		(37) Roadway machines	180,274			25
26		(39) Public improvements-Construction	139,972			26
27		(44) Shop machinery*	84,993			27
28		(45) Power-plant machinery	12,767			28
29		Other (specify and explain)	0			29
30		TOTAL EXPENDITURES FOR ROAD	7,306,392			30
31		(52) Locomotives	1,299,089			31
32		(53) Freight-train cars	2,564,342			32
33		(54) Passenger-train cars	942			33
34		(55) Highway revenue equipment	107,855			34
35		(56) Floating equipment	3,660			35
36		(57) Work equipment	102,316			36
37		(58) Miscellaneous equipment	124,957			37
38		(59) Computer systems and word processing equipment	88,997			38
39		TOTAL EQUIPMENT	4,292,158			39
40		(76) Interest during construction	1,113			40
41		(80) Other elements of investment	399			41
42		(90) Construction in progress	184,908			42
43		GRAND TOTAL	11,784,970			43

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		1,848	2,418	(570)	134,862	1
2		3,020	3,374	(354)	456,780	2
3		6	(158)	164	4,412	3
4		24	401	(377)	42,134	4
5		16,826	1,931	14,895	534,280	5
6		111		111	34,918	6
7		83,379	30,589	52,790	1,482,726	7
8		123,694	51,847	71,847	2,494,688	8
9		37,322	13,007	24,315	652,063	9
10		48	26	22	6,748	10
11		10,910	2,667	8,243	237,080	11
12		946	86	860	30,424	12
13		36	96	(60)	1,795	13
14		936	204	732	12,688	14
15		900	2,744	(1,844)	155,932	15
16		0	0	0	881	16
17		0	873	(873)	3,017	17
18		394	1,790	(1,396)	93,041	18
19		8,461	4,919	3,542	73,291	19
20		6,227	2,783	3,444	208,472	20
21		11,716	3,850	7,866	382,274	21
22		0	860	(860)	2,684	22
23		407	188	219	16,772	23
24		299	(136)	435	9,575	24
25		16,328	11,123	5,205	185,479	25
26		16,048	2,280	13,768	153,740	26
27		4,908	1,884	3,024	88,017	27
28		0	(2,149)	2,149	14,916	28
29		0	0	0	0	29
30		344,794	137,497	207,297	7,513,689	30
31		41,696	13,553	28,143	1,327,232	31
32		124,210	110,672	13,538	2,577,880	32
33		0	0	0	942	33
34		14,690	9,491	5,199	113,054	34
35		25	328	(303)	3,357	35
36		8,162	6,005	2,157	104,473	36
37		19,219	10,013	9,206	134,163	37
38		14,710	5,871	8,839	97,836	38
39		222,712	155,933	66,779	4,358,937	39
40		0	832	(832)	281	40
41				0	399	41
42		78,750	0	78,750	263,658	42
43		646,256	294,262	351,994	12,136,964	43

332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS
(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December, in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.
2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to Lessor property, when the rent therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from other or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.		Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
			Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Balance at close of -year (g)	
			1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year - (f)		
		ROAD							
1	(3) Grading	392,224	396,246	01.04				1	
2	(4) Other, right-of-way expenditures	4,096	4,292	00.94				2	
3	(5) Tunnels and subways	42,509	42,131	00.74				3	
4	(6) Bridges, trestles, and culverts	481,953	500,289	00.88				4	
5	(7) Elevated structures	34,807	34,918	09.97				5	
6	(8) Ties	1,244,178	1,292,526	04.11				6	
7	(9) Rail and other track material	2,131,110	2,191,959	02.31				7	
8	(11) Ballast	550,099	571,550	02.47				8	
9	(13) Fences, snow sheds, and signs	6,149	6,148	01.00				9	
10	(16) Station and office buildings	219,682	223,148	02.53	NOT APPLICABLE			10	
11	(17) Roadway buildings	28,454	29,543	02.83				11	
12	(18) Water stations	0	72	06.64	5% RULE			12	
13	(19) Fuel stations	10,561	11,338	03.78				13	
14	(20) Shops and enginehouses	149,688	137,515	02.22				14	
15	(22) Storage warehouses	881	881	02.50				15	
16	(23) Wharves and docks	3,890	2,938	02.19				16	
17	(24) Coal and ore wharves	94,436	93,041	02.13				17	
18	(25) TOFC/COFC terminals	61,671	68,684	04.55				18	
19	(26) Communication systems	202,298	203,934	05.53				19	
20	(27) Signals and interlocker	352,652	361,702	02.02				20	
21	(29) Power plants	3,539	2,679	02.47				21	
22	(31) Power-transmission systems	16,194	15,798	02.51				22	
23	(35) Miscellaneous structures	8,762	8,978	03.56				23	
24	(37) Roadway machines	179,196	180,939	05.44				24	
25	(39) Public improvements-Construction	130,590	142,824	01.43				25	
26	(44) Shop machinery*	83,997	85,056	03.80				26	
27	(45) Power-plant machinery	12,754	14,904	03.15				27	
28	All other road accounts	1	0	00.00				28	
29	Amortization (other than defense projects)							29	
30	TOTAL ROAD	6,446,371	6,624,033	02.72				30	
		EQUIPMENT							
31	(52) Locomotives	1,299,089	1,305,667	03.88				31	
32	(53) Freight-train cars	2,564,342	2,570,206	03.10				32	
33	(54) Passenger-train cars	942	942	00.00				33	
34	(55) Highway revenue equipment	107,855	119,872	13.01				34	
35	(56) Floating equipment	3,660	3,356	03.22				35	
36	(57) Work equipment	102,316	104,818	02.50				36	
37	(58) Miscellaneous equipment	123,549	131,749	09.22				37	
38	(59) Computer systems and word processing equipment	88,997	97,836	20.00				38	
39	TOTAL EQUIPMENT	4,290,750	4,334,446	04.18				40	
41	GRAND TOTAL	10,737,121	10,958,479	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	190,368	4,006		2,899		191,475	1
2		(4) Other, right-of-way expenditures	485	43		(32)		560	2
3		(5) Tunnels and subways	15,779	312		196		15,895	3
4		(6) Bridges, trestles, and culverts	116,592	5,689		2,371		119,910	4
5		(7) Elevated structures	6	3,482		0		3,488	5
6		(8) Ties	436,062	51,933		36,356		451,639	6
7		(9) Rail and other track material	519,697	49,199		44,160		524,736	7
8		(11) Ballast	139,633	13,830		12,598		140,865	8
9		(13) Fences, snow sheds, and signs	3,334	65		(38)		3,437	9
10		(16) Station and office buildings	82,781	5,589		1,153		87,217	10
11		(17) Roadway buildings	10,724	835		101		11,458	11
12		(18) Water stations	702	4		(12)		718	12
13		(19) Fuel stations	4,574	408		286		4,696	13
14		(20) Shops and enginehouses	51,319	3,090		1,978		52,431	14
15		(22) Storage warehouses	(10)	23		1		12	15
16		(23) Wharves and docks	1,168	18		463		723	16
17		(24) Coal and ore wharves	30,854	1,987		1,592	2,965	28,284	17
18		(25) TOFC/COFC terminals	14,642	2,392		62		16,972	18
19		(26) Communication systems	83,364	9,685		1,715		91,334	19
20		(27) Signals and interlocker	68,194	6,487		3,080		71,601	20
21		(29) Power plants	1,439	89		13		1,515	21
22		(31) Power-transmission systems	7,281	403		29		7,655	22
23		(35) Miscellaneous structures	2,544	301		8		2,837	23
24		(37) Roadway machines	54,690	9,828		9,236		55,282	24
25		(39) Public improvements-Construction	18,286	1,968		(867)		21,121	25
26		(44) Shop machinery*	22,377	2,497		1,322		23,552	26
27		(45) Power-plant machinery	3,911	426		1		4,336	27
28		All other road accounts	2,063	195		1,846		412	28
29		Amortization (Adjustments)	0					0	29
30		TOTAL ROAD	1,882,859	174,784	0	120,517	2,965	1,934,161	30
		EQUIPMENT							
31	*	(52) Locomotives	492,053	50,252		12,124		530,181	31
32	*	(53) Freight-train cars	1,068,921	79,187		80,853	6,764	1,060,491	32
33	*	(54) Passenger-train cars	942					942	33
34	*	(55) Highway revenue equipment	51,953	15,494	12,143	4,617		74,973	34
35	*	(56) Floating equipment	2,316	117		298		2,135	35
36	*	(57) Work equipment	32,515	2,643	6,764	5,039		36,883	36
37	*	(58) Miscellaneous equipment	37,847	11,213		7,725		41,335	37
38		(59) Computer systems and word processing equipment	52,520	19,081		6,497	1,824	63,280	38
39	*	Amortization Adjustments	31,200		4,789			35,989	39
40		TOTAL EQUIPMENT	1,770,267	177,987	23,696	117,153	8,588	1,846,209	40
41		GRAND TOTAL	3,653,126	352,771	23,696	237,670	11,553	3,780,370	41

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

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

1 Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.

2 In column (c), enter amounts charged to operating expenses, in column (e), enter debits to account arising from retirements, in column (f), enter amounts paid to lessor.

3 Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained

4 Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used

5 If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations		Not Applicable - 5% Rule					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	2,334	164				2,498	41

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

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	190,368	4,006		2,899		191,475	
2		(4) Other, right-of-way expenditures	485	43		(33)		561	2
3		(5) Tunnels and subways	15,779	312		196		15,895	3
4		(6) Bridges, trestles, and culverts	116,592	5,689		2,193		120,088	4
5		(7) Elevated structures	6	3,482		0		3,488	5
6		(8) Ties	438,062	51,933		35,828		452,167	6
7		(9) Rail and other track material	519,697	49,199		46,744		522,152	7
8		(11) Ballast	139,633	13,830		9,032		144,431	8
9		(13) Fences, snow sheds, and signs	3,334	65		(1,029)		4,428	9
10		(16) Station and office buildings	82,781	5,589		1,205		87,165	10
11		(17) Roadway buildings	10,724	835		(37)		11,596	11
12		(18) Water stations	702	4		(14)		720	12
13		(19) Fuel stations	4,574	408		284		4,698	13
14		(20) Shops and enginehouses	51,319	3,090		2,013		52,396	14
15		(22) Storage warehouses	(10)	23		1		12	15
16		(23) Wharves and docks	1,188	18		379		807	16
17		(24) Coal and ore wharves	30,854	1,987		1,553	2,965	28,323	17
18		(25) TOFC/COFC terminals	14,642	2,392		229		16,805	18
19		(26) Communication systems	83,364	9,685		1,633		91,416	19
20		(27) Signals and interlocker	68,194	6,487		3,272		71,409	20
21		(29) Power plants	1,439	89		(329)		1,857	21
22		(31) Power-transmission systems	7,281	403		9		7,675	22
23		(35) Miscellaneous structures	2,544	301		112		2,733	23
24		(37) Roadway machines	54,690	9,828		9,226		55,292	24
25		(39) Public improvements-Construction	18,286	1,968		1,672		18,582	25
26		(44) Shop machinery*	22,377	2,497		1,222		23,652	26
27		(45) Power-plant machinery	3,911	426		(1)		4,338	27
28		All other road accounts	2,063	195		2,258		0	28
29		Amortization (Adjustments)	0					0	29
30		TOTAL ROAD	1,882,859	174,784	0	120,517	2,965	1,934,161	30
		EQUIPMENT							
31	*	(52) Locomotives	492,053	50,252		12,124		530,181	31
32	*	(53) Freight-train cars	1,068,921	79,187		80,853	6,764	1,060,491	32
33	*	(54) Passenger-train cars	942					942	33
34	*	(55) Highway revenue equipment	51,953	15,494	12,143	4,617		74,973	34
35	*	(56) Floating equipment	2,316	117		298		2,135	35
36	*	(57) Work equipment	32,515	2,643	6,764	5,039		36,883	36
37	*	(58) Miscellaneous equipment	37,847	11,213		7,725		41,335	37
38		(59) Computer systems and word processing equipment	52,520	19,081		6,497	1,824	63,280	38
39	*	Amortization Adjustments	31,200		4,789			35,989	39
40		TOTAL EQUIPMENT	1,770,267	177,987	23,696	117,153	8,588	1,846,209	40
41		GRAND TOTAL	3,653,126	352,771	23,696	237,670	11,553	3,780,370	41

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

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

(Dollars in Thousands)

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

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

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

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

Line No	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations	Not Applicable - 5% Rule			12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL	326,341	334,874	2.79	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		Not Applicable - 5% Rule					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	83,437	9,004		4,444		87,997	39

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

NOTES AND REMARKS FOR SCHEDULE 342

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 parenthesis or designated "Dr."

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

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

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

Included in Schedule 335

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

(Dollars in Thousands)

1. Describe the investment in railway property used in transportation service at the close of the year. The 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)	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 Subsidiaries	13,964	12,136,964	3,868,367	1
2						2
3	P	Toledo Belt Railway	4	0		3
4						4
5	L	C & E I Railroad Company	2	0		5
6	L	Cincinnati Southern Railway	335	53,089		6
7	L	North Carolina Railroad	313	7,939	2,351	7
8	L	Pittsburgh & West Virginia Railroad	121	49,837	20,518	8
9	L	P&WV Subleased to Wheeling & Lake Erie	(121)	(49,837)	(20,518)	9
10		SUB-TOTAL	650	61,028	2,351	10
11						11
12	O	Baltimore & Ohio Railroad		53		12
13	O	Carolina Aluminum Company	11	674		13
14	O	Central Transfer & Storage		12		14
15	O	Chicago & Illinois Midland Railway Company	10	13		15
16	O	Columbus & Greenville Railroad Company		2,454		16
17	O	Georgia Railroad & Banking Company		2		17
18	O	United States Government	6	0		18
19		SUB-TOTAL	27	3,208	0	19
20						20
21		Less Lines Leased to or Operated by Others				21
22	R	Aberdeen Carolina Western	104	12,129		22
23	R	Albermarle Railroad	73	3,056		23
24	R	Augusta & Summerville Railroad Company		17		24
25	R	BN Railroad	26	1,289		25

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)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
	(a)	(b)	(c)	(d)	(e)	
26	R	Carolina Coastal Railway	17	2,044		26
27	R	Carolina & Northwestern Railway Company	23	4,382		27
28	R	Central Railroad Company of Indianapolis	121	18,842		28
29	R	Chattanooga Chickanauga Railway	70	8,235		29
30	R	Chesapeake & Albermarle Railway	73	8,413		30
31	R	Chesapeake & Ohio Railroad Company	18	1,943		31
32	R	City of Ozark	1	73		32
33	R	Clinchfield Railroad Company		17		33
34	R	Commonwealth Railway Company	12	1,966		34
35	R	Great Walton Railroad Company	27	3,180		35
36	R	Gulf Mobile & Ohio		19		36
37	R	Indiana Hi Rail	214	32,002		37
38	R	Indiana Transportation Museum		5,130		38
39	R	Louisville & Nashville Railroad Company		5		39
40	R	North Carolina & Virginia Railroad	72	11,412		40
41	R	Ogeechee Railway	87	11,487		41
42	R	Pickens Railroad Company	7	1,401		42
43	R	Pigeon River Railroad	9	426		43
44	R	R J Corman Co.- Western Ohio Line	16	3,287		44
45	R	Seaboard Coastline	2	1,011		45
46	R	Sloss-Sheffield Steel & Iron Company		9		46
47	R	South Carolina Central Railroad	79	8,186		47
48	R	St. Louis-San Francisco Railroad Company		17		48
49	R	Virginia Southern Railroad	54	1,824		49
50	R	Yadkin Valley Railroad	102	41,893		50
51		SUB-TOTAL	1,207	183,695	0	51
52						52
53						53
54						54
55						55
56						56
57						57
58						58
59						59
60						60
61						61
62						62
63						63
64						64
65						65
66						66
67						67
68						68
69						69
70						70
71						71
72						72
73						73
74						74
75		Total	13,434	12,017,505	3,870,718	75

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	129,146	6,024		2	1
2		(3) Grading	426,649	23,628		49	2
3		(4) Other, right-of-way expenditures	4,192	137			3
4		(5) Tunnels and subways	42,132	5,574			4
5		(6) Bridges, trestles, and culverts	518,915	12,167		304	5
6		(7) Elevated structures	34,918	0			6
7		(8) Ties	1,431,063	1,757		957	7
8		(9) Rail and other track material	2,444,514	9,549		1,433	8
9		(11) Ballast	632,584	3,103		412	9
10		(13) Fences, snow sheds, and signs	6,312	194		1	10
11		(16) Station and office buildings	231,476	2,182			11
12		(17) Roadway buildings	29,064	79			12
13		(18) Water stations	1,775	30			13
14		(19) Fuel stations	12,689	84			14
15		(20) Shops and enginehouses	155,932	119			15
16		(22) Storage warehouses	881	40			16
17		(23) Wharves and docks	3,018	37			17
18		(24) Coal and ore wharves	93,041	0			18
19		(25) TOFC/COFC terminals	73,291	0			19
20		(26) Communication systems	208,440	275		23	20
21		(27) Signals and interlocker	381,769	945		13	21
22		(29) Power plants	2,684	0			22
23		(31) Power-transmission systems	16,772	38			23
24		(35) Miscellaneous structures	9,575	14			24
25		(37) Roadway machines	185,479	0			25
26		(39) Public improvements-Construction	150,858	1,996		14	26
27		(44) Shop machinery*	88,017	52			27
28		(45) Power-plant machinery	14,916	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	7,330,102	72,032	0	3,208	31
32		(52) Locomotives	1,327,232				32
33		(53) Freight-train cars	2,577,880				33
34		(54) Passenger-train cars	942				34
35		(55) Highway revenue equipment	113,054				35
36		(56) Floating equipment	3,357				36
37		(57) Work equipment	104,473				37
38		(58) Miscellaneous equipment	134,163				38
39		(59) Computer systems and word processing equipment	97,836				39
40		TOTAL EQUIPMENT	4,358,937	0		0	40
41		(76) Interest during construction	173	3,077			41
42		(80) Other elements of investment	399	(14,098)			42
43		(90) Construction work in progress	263,658	17		0	43
44		GRAND TOTAL	11,953,269	61,028		3,208	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
		Schedule 210

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	19,227	682	979	4,374	25,262		25,262	1
2		Bridge and Building	7,834	131	633	1,148	9,746		9,746	2
3		Signal	6,999	470	187	351	8,007		8,007	3
4		Communication	4,293	85	241	444	5,063		5,063	4
5		Other	10,807		(6)	1,286	12,087		12,087	5
		TOTAL ADMINISTRATION	49,160	1,368	2,034	7,603	60,165		60,165	
		REPAIR AND MAINTENANCE:								
6		Roadway - Running	11,278	1,972	10,763	242	24,255		24,255	6
7		Roadway - Switching	1,115	195	1,064		2,374		2,374	7
8		Tunnels and Subways - Running	255	2	1,059		1,316		1,316	8
9		Tunnels and Subways - Switching								9
10		Bridges and Culverts - Running	9,904	1,750	11,622	1,691	24,967		24,967	10
11		Bridges and Culverts - Switching	979	173			1,152		1,152	11
12		Ties - Running	4,048	1,560	37	76	5,721		5,721	12
13		Ties - Switching	400	154			554		554	13
14		Rail and Other Track Material - Running	24,395	8,650	9,776	2,832	45,653		45,653	14
15		Rail and Other Track Material - Switching	2,413	856			3,269		3,269	15
16		Ballast - Running	6,589	853	1,449	477	9,368		9,368	16
17		Ballast - Switching	652	84			736		736	17
18		Road Property Damaged - Running	2,119	2,736	677	7	5,539		5,539	18
19		Road Property Damaged - Switching								19
20		Road Property Damaged - Other	17	6	91	1	115		115	20
21		Signals and Interlockers - Running	13,743	7,671	(53)	1,011	22,372		22,372	21
22		Signals and Interlockers - Switching	1,359	38		6	1,403		1,403	22
23		Communications Systems	5,634	2,962	12,688	652	21,936		21,936	23
24		Power Systems	35	113	26		174		174	24
25		Highway Grade Crossings- Running	786	160	1,543	397	2,886		2,886	25
26		Highway Grade Crossings- Switching								26
27		Station and Office Buildings	1,366	1,052	5,582		8,000		8,000	27
28		Shop Buildings - Locomotives	1,888	1,734	1,458	3	5,083		5,083	28
29		Shop Buildings - Freight Cars	1,665	1,302	1,398		4,365	N/A	4,365	29
30		Shop Buildings - Other Equipment	24				24		24	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)					
REPAIR AND MAINTENANCE - Continued:											
101		Locomotive Servicing Facilities	145	82	369		596			596	101
102		Miscellaneous Buildings and Structures	1,095	303	1,367		2,765			2,765	102
103		Coal Terminals	1,771	3,544	1,323	1	6,639	N/A		6,639	103
104		Ore Terminals						N/A			104
105		Other Marine Terminals	14				14	N/A		14	105
106		TOFC/COFC Terminals	120	36	1,278		1,434	N/A		1,434	106
107		Motor Vehicle Loading and Distribution Facilities	8		1		9	N/A		9	107
108		Facilities for Other Specialized Service Operations	257	957	483	41	1,738	N/A		1,738	108
109		Roadway Machines	5,109	6,959	1,307	253	13,628			13,628	109
110		Small Tools and Supplies	42	10,805	629		11,476			11,476	110
111		Snow Removal	1,796	221	401	6	2,424			2,424	111
112		Fringe Benefits - Running	N/A	N/A	N/A	31,821	31,821			31,821	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	3,155	3,155			3,155	113
114		Fringe Benefits - Other	N/A	N/A	N/A	30,182	30,182			30,182	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	24,807	24,807			24,807	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	6,694	6,694			6,694	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	9,463	9,463			9,463	117
118	*	Lease Rentals - Debit- Running	N/A	N/A	16,029	N/A	16,029			16,029	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	85	N/A	85			85	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	7,494	N/A	7,494			7,494	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A		N/A					121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A		N/A					122
123	*	Lease Rentals - (Credit) - Other	N/A	N/A		N/A					123
124		Joint Facility Rent - Debit - Running	N/A	N/A	6,972	N/A	6,972			6,972	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	690	N/A	690			690	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	1,912	N/A	1,912			1,912	126
127	*	Joint Facility Rent - (Credit) - Running	N/A	N/A	(3,205)	N/A	(3,205)			(3,205)	127
128	*	Joint Facility Rent - (Credit) - Switching	N/A	N/A	(317)	N/A	(317)			(317)	128
129	*	Joint Facility Rent - (Credit) - Other	N/A	N/A	(426)	N/A	(426)			(426)	129
130	*	Other Rents - Debit -Running	N/A	N/A	284	N/A	284			284	130
131	*	Other Rents - Debit -Switching	N/A	N/A		N/A					131
132	*	Other Rents - Debit -Other	N/A	N/A	912	N/A	912			912	132
133	*	Other Rents - (Credit) -Running	N/A	N/A		N/A					133
134	*	Other Rents - (Credit) -Switching	N/A	N/A		N/A					134
135	*	Other Rents - (Credit) -Other	N/A	N/A		N/A					135

(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	111,649	111,649		111,649	136
137	*	Depreciation - Switching	N/A	N/A	N/A	17,456	17,456		17,456	137
138	*	Depreciation - Other	N/A	N/A	N/A	52,350	52,350		52,350	138
139		Joint Facility - Debit - Running	N/A	N/A	13,289	N/A	13,289		13,289	139
140		Joint Facility - Debit - Switching	N/A	N/A	1,314	N/A	1,314		1,314	140
141		Joint Facility - Debit - Other	N/A	N/A	593	N/A	593		593	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(8,329)	N/A	(8,329)		(8,329)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(824)	N/A	(824)		(824)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(148)	N/A	(148)		(148)	144
145		Dismantling Retired Road Property - Running	63	11	88		162		162	145
146		Dismantling Retired Road Property - Switching								146
147		Dismantling Retired Road Property - Other			7		7		7	147
148		Other - Running	5,336	25	671		6,032		6,032	148
149		Other - Switching	861	5	34		900		900	149
150		Other - Other	4,204	(121)	89	(236)	3,936		3,936	150
		TOTAL REPAIR AND MAINTENANCE	111,485	56,850	103,552	295,037	566,924		566,924	
151		TOTAL WAY AND STRUCTURES	160,645	58,218	105,586	302,640	627,089		627,089	151
EQUIPMENT:										
LOCOMOTIVES:										
201		Administration	13,333	205	36	1,801	15,375		15,375	201
202	*	Repair and Maintenance	25,465	53,082	2,598	6	81,151		81,151	202
203	*	Machinery Repair	1,093	1,544	390		3,027		3,027	203
204		Equipment Damaged	558	623			1,181		1,181	204
205		Fringe Benefits	N/A	N/A	N/A	16,518	16,518		16,518	205
206		Other Casualties and Insurance	N/A	N/A	N/A	5,122	5,122		5,122	206
207	*	Lease Rentals - Debit	N/A	N/A	430	N/A	430		430	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(805)	N/A	(805)		(805)	208
209		Joint Facility Rent - Debit	N/A	N/A	96	N/A	96		96	209
210	*	Joint Facility Rent - (Credit)	N/A	N/A	(63)	N/A	(63)		(63)	210
211	*	Other Rents - Debit	N/A	N/A		N/A				211
212	*	Other Rents - (Credit)	N/A	N/A		N/A				212
213	*	Depreciation	N/A	N/A	N/A	50,950	50,950		50,950	213
214		Joint Facility - Debit	N/A	N/A	243	N/A	243		243	214
215		Joint Facility - (Credit)	N/A	N/A	(232)	N/A	(232)		(232)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A		N/A				216
217		Dismantling Retired Property								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:	665	19		4	688		688	218
219		Other	41,114	55,473	2,693	74,401	173,681		173,681	219
		TOTAL LOCOMOTIVES								
220		FREIGHT CARS:								
221	*	Administration	37,340	1,672	424	2,405	41,841	N/A	41,841	220
222	*	Repair and Maintenance	41,448	50,676	58,981	(723)	150,382	N/A	150,382	221
223	*	Machinery Repair	2,691	3,775	1,158		7,624	N/A	7,624	222
224		Equipment Damaged	3,610	2,433	(21)		6,022	N/A	6,022	223
225		Fringe Benefits	N/A	N/A	N/A	35,089	35,089	N/A	35,089	224
226	*	Other Casualties and Insurance	N/A	N/A	N/A	11,955	11,955	N/A	11,955	225
227	*	Lease Rentals - Debit	N/A	N/A	1,821	N/A	1,821	N/A	1,821	226
228	*	Lease Rentals - (Credit)	N/A	N/A	(394)	N/A	(394)	N/A	(394)	227
229	*	Joint Facility Rent - Debit	N/A	N/A	1	N/A	1	N/A	1	228
230	*	Joint Facility Rent - (Credit)	N/A	N/A	(79)	N/A	(79)	N/A	(79)	229
231	*	Other Rents - Debit	N/A	N/A	300,346	N/A	300,346	N/A	300,346	230
232	*	Other Rents - (Credit)	N/A	N/A	(147,502)	N/A	(147,502)	N/A	(147,502)	231
233	*	Depreciation	N/A	N/A	N/A	80,808	80,808	N/A	80,808	232
234		Joint Facility - Debit	N/A	N/A	36	N/A	36	N/A	36	233
235	*	Joint Facility - (Credit)	N/A	N/A	(95)	N/A	(95)	N/A	(95)	234
236		Repairs Billed to Others - (Credit)	N/A	N/A	(38,136)	N/A	(38,136)	N/A	(38,136)	235
237		Dismantling Retired Property	2,247	53	1	79	2,380	N/A	2,380	236
238		Other	87,336	58,609	176,541	129,613	452,099	N/A	452,099	237
		TOTAL FREIGHT CARS								238
301		OTHER EQUIPMENT:								
		Administration	280	1	1	14	296		296	301
302	*	Repair and Maintenance:								
303	*	Trucks, Trailers and Containers - Revenue Service	503	1,412	10,047		11,962	N/A	11,962	302
304	*	Floating Equipment - Revenue Service	28	11	13		52	N/A	52	303
305	*	Passenger and Other Revenue Equipment		116			116		116	304
306	*	Computer Systems and Word Processing Equipment		199	9,745		9,944		9,944	305
307	*	Machinery	298	538	349		1,185		1,185	306
308	*	Work and Other Non-Revenue Equipment	(231)	3,645	7,810	(427)	10,797		10,797	307
309		Machinery								308
310		Fringe Benefits	N/A	N/A	N/A	353	353		353	309
311	*	Other Casualties and Insurance	N/A	N/A	N/A	262	262		262	310
		Lease Rentals - Debit	N/A	N/A	4,147	N/A	4,147		4,147	311

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)			
312	*	OTHER EQUIPMENT - Continued:								
		Lease Rentals - (Credit)	N/A	N/A	(8,292)	N/A	(8,292)		(8,292)	312
313		Joint Facility Rent - Debit	N/A	N/A	208	N/A	208		208	313
314	*	Joint Facility Rent - (Credit)	N/A	N/A	(355)	N/A	(355)		(355)	314
315	*	Other Rents - Debit	N/A	N/A	19,360	N/A	19,360		19,360	315
316	*	Other Rents - (Credit)	N/A	N/A	(8,270)	N/A	(8,270)		(8,270)	316
317	*	Depreciation	N/A	N/A	N/A	48,726	48,726		48,726	317
318		Joint Facility - Debit	N/A	N/A	78	N/A	78		78	318
319		Joint Facility - (Credit)	N/A	N/A	(817)	N/A	(817)		(817)	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(2,548)	N/A	(2,548)		(2,548)	320
321		Dismantling Retired Property								321
322		Other				(62)	(62)		(62)	322
323		TOTAL OTHER EQUIPMENT	878	5,922	31,476	48,866	87,142		87,142	323
324		TOTAL EQUIPMENT	129,328	120,004	210,710	252,880	712,922		712,922	324
		TRANSPORTATION:								
		TRAIN OPERATIONS:								
401		Administration	37,077	1,333	2,708	4,116	45,234		45,234	401
402		Engine Crews	101,247	7	1,636	3,332	106,222		106,222	402
403		Train Crews	140,702	725	6,205	4,998	152,630		152,630	403
404		Dispatching Trains	12,086	19		43	12,148		12,148	404
405		Operating Signals and Interlockers	8,503	421	(420)	17	8,521		8,521	405
406		Operating Drawbridges	1,360	1			1,361		1,361	406
407		Highway Crossing Protection	85	37	3,114		3,236		3,236	407
408		Train Inspection and Lubrication	35,750	713	303		36,766		36,766	408
409	*	Locomotive Fuel	144	161,664			161,808		161,808	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	12,549	8,713	369	30	21,661		21,661	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					412
413		Clearing Wrecks	911	138	2,096	55	3,200		3,200	413
414		Fringe Benefits	N/A	N/A	N/A	133,457	133,457		133,457	414
415		Other Casualties and Insurance	N/A	N/A	N/A	33,343	33,343		33,343	415
416		Joint Facility - Debit	N/A	N/A	2,627	N/A	2,627		2,627	416
417		Joint Facility - (Credit)	N/A	N/A	(2,453)	N/A	(2,453)		(2,453)	417
418		Other	1,293	3,376	1,209	(1,373)	4,505		4,505	418
419		TOTAL TRAIN OPERATIONS	351,707	177,147	17,394	178,018	724,266		724,266	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	20,818	695	1,685	2,311	25,509		25,509	420
421		Switch Crews	103,332	335	518	22	104,207		104,207	421
422		Controlling Operations	9,107	9	108		9,224		9,224	422
423		Yard and Terminal Clerical	23,088	1,345	7,124	259	31,816		31,816	423
424		Operating Switches, Signals, Retarders and Humps	172	39	46		257		257	424
425	*	Locomotive Fuel		17,627			17,627		17,627	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	354				354		354	427
428		Freight Lost or Damaged - Soley Related	N/A	N/A	N/A					428
429		Clearing Wrecks	1		5		6		6	429
430		Fringe Benefits	N/A	N/A	N/A	59,408	59,408		59,408	430
431		Other Casualties and Insurance	N/A	N/A	N/A	14,685	14,685		14,685	431
432		Joint Facility - Debit	N/A	N/A	9,241	N/A	9,241		9,241	432
433		Joint Facility - (Credit)	N/A	N/A	(2,583)	N/A	(2,583)		(2,583)	433
434		Other	8		51	254	313		313	434
435		TOTAL YARD OPERATIONS	156,880	20,050	16,195	76,939	270,064		270,064	435
TRAIN AND YARD OPERATIONS COMMON:										
501		Cleaning Car Interiors	712	4	423	N/A	1,139		1,139	501
502		Adjusting and Transferring Loads	106	4	87	N/A	197	N/A	197	502
503		Car Loading Devices and Grain Doors				N/A		N/A		503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	7,769	7,769		7,769	504
505		Fringe Benefits	N/A	N/A	N/A	309	309		309	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	818	8	510	8,078	9,414		9,414	506
SPECIALIZED SERVICES OPERATIONS:										
507	*	Administration	6,606	333	238	733	7,910	N/A	7,910	507
508	*	Pickup and Delivery and Marine Line Haul	7	59	12,138	215	12,419	N/A	12,419	508
509	*	Loading and Unloading and Local Marine	3,367	2,148	30,153	22	35,690	N/A	35,690	509
510	*	Protective Services	1		277		278	N/A	278	510
511	*	Freight Lost or Damaged - Soley Related	N/A	N/A	N/A			N/A		511
512	*	Fringe Benefits	N/A	N/A	N/A	3,832	3,832	N/A	3,832	512
513	*	Casualties and Insurance	N/A	N/A	N/A	277	277	N/A	277	513
514	*	Joint Facility - Debit	N/A	N/A	322	N/A	322	N/A	322	514
515	*	Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)	N/A	(1)	515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	9,981	2,540	43,127	5,079	60,727	N/A	60,727	517

410. RAILWAY OPERATING EXPENSES - Continued (Dollars In Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
ADMINISTRATIVE SUPPORT OPERATIONS:										
518		Administration	9,638	356	861	1,070	11,925		11,925	518
519		Employees Performing Clerical and Accounting Functions	22,492	704	1,085	290	24,571		24,571	519
520		Communications Systems Operation	2,171		1		2,172		2,172	520
521		Loss and Damage Claims Processing	2,812	96	1,458	279	4,645		4,645	521
522		Fringe Benefits	N/A	N/A	N/A	14,102	14,102		14,102	522
523		Casualties and Insurance	N/A	N/A	N/A	3,900	3,900		3,900	523
524		Joint Facility - Debit	N/A	N/A	43	N/A	43		43	524
525		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)		(1)	525
526		Other	4		(17)		(13)		(13)	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	37,117	1,156	3,430	19,641	61,344		61,344	527
528		TOTAL TRANSPORTATION	556,503	200,901	80,656	287,755	1,125,815		1,125,815	528
GENERAL AND ADMINISTRATIVE:										
601		Officers - General Administration	4,800	1,218	353	1,130	7,501		7,501	601
602		Accounting, Auditing and Finance	34,210	460	5,085	3,039	42,794		42,794	602
603		Management Services and Data Processing	16,930	1,033	1,691	1,206	20,860		20,860	603
604		Marketing	18,612	350	1,797	4,396	25,155		25,155	604
605		Sales	13,265	306	691	2,135	16,397		16,397	605
606		Industrial Development	6,238	127	1,176	1,221	8,762	N/A	8,762	606
607		Personnel and Labor Relations	8,796	485	5,647	2,721	17,649		17,649	607
608		Legal and Secretarial	11,047	375	22,442	2,673	36,537		36,537	608
609		Public Relations and Advertising	1,651	1,222	6,364	1,564	10,801		10,801	609
610		Research and Development								610
611		Fringe Benefits	N/A	N/A	N/A	53,534	53,534		53,534	611
612		Casualties and Insurance	N/A	N/A	N/A	800	800		800	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	1,155	1,155		1,155	613
614		Property Taxes	N/A	N/A	N/A	43,793	43,793		43,793	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	23,893	23,893		23,893	615
616		Joint Facility - Debit	N/A	N/A	1,241	N/A	1,241		1,241	616
617		Joint Facility - (Credit)	N/A	N/A	(492)	N/A	(492)		(492)	617
618		Other	50,343	918	382	2,728	54,371		54,371	618
619		TOTAL GENERAL AND ADMINISTRATIVE	165,892	6,494	46,377	145,988	364,751		364,751	619
620		TOTAL CARRIER OPERATING EXPENSES	1,012,368	385,617	443,329	989,263	2,830,577		2,830,577	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	4,153	568		2
3		4	Other right-of-way expenditures	44	6		3
4		5	Tunnels and subways	312	43		4
5		6	Bridges, trestles and culverts	5,830	797		5
6		7	Elevated structures	6,320	864		6
7		8	Ties	55,952	7,648		7
8		9	Rail and other track material	50,293	6,875		8
9		11	Ballast	13,859	1,894		9
10		13	Fences, snowsheds and signs	205	28		10
11		16	Station and office buildings	5,603	766		11
12		17	Roadway buildings	837	114		12
13		18	Water stations	12	2		13
14		19	Fuel stations	487	66		14
15		20	Shops and enginehouses	3,096	423		15
16		22	Storage warehouses	62	9		16
17		23	Wharves and docks	18	2		17
18		24	Coal and ore wharves	2,158	295		18
19		25	TOFC/COFC terminals	2,481	339		19
20		26	Communication systems	10,067	1,376		20
21		27	Signals and interlockers	6,500	889		21
22		29	Power plants	97	13		22
23		31	Power transmission systems	415	57		23
24		35	Miscellaneous structures	301	41		24
25		37	Roadway machines	9,955	1,361		25
26		39	Public improvements; Construction	1,974	270		26
27		45	Power plant machines	424	58		27
28		-	Other lease/rentals		0	N/A	28
29	*	-	TOTAL	181,455	24,804		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		2,961	10,847	5,184	3,465	19,225		2
3		Box-Equipped		9,865	28,440	213	10,749	27,960		3
4		Gondola-Plain		1,898	5,814	176	1,781	4,197		4
5		Gondola-Equipped		1,943	6,380	34	1,308	4,432		5
6		Hopper-Covered		3,642	12,417	20,230	4,270	13,993		6
7		Hopper-Open Top-General Service		2,111	7,740	16	404	2,094		7
8		Hopper-Open Top-Special Service		41	412	7	156	933		8
9		Refrigerator-Mechanical				11	855	1,381		9
10		Refrigerator-Non-Mechanical		430	1,407	14	686	1,809		10
11		Flat-TOFC/COFC		2,459	2,605	29,062	1,684	5,960		11
12		Flat-Multi-Level		2,131	12,251	39,946	1,241	4,832		12
13		Flat-General Service		60	240	73	47	93		13
14		Flat-Other		486	2,385	3,852	1,709	5,896		14
15		Tank-Under 22,000 Gallons				38,976				15
16		Tank-22,000 Gallons and Over				15,917				16
17		All Other Freight Cars		104	961	1	45	133		17
18		Auto Racks			27,472			25,296		18
19		TOTAL FREIGHT TRAIN CARS		28,131	119,371	153,712	28,400	118,234		19
		OTHER FREIGHT CARRYING EQUIPMENT								
20		Refrigerated Trailers								20
21		Other Trailers			8,006	9,339		9,974		21
22		Refrigerated Containers								22
23		Other Containers								23
24		TOTAL TRAILERS AND CONTAINERS			8,006	9,339		9,974		24
25		GRAND TOTAL (LINES 19 AND 24)		28,131	127,377	163,051	28,400	128,208		25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 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 therefor 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	7,441	2,264			1
2		Diesel Locomotive-Road	73,710	47,988			2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	81,151	50,252	0		5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot					6
7		Box-Plain 50 Foot and Longer	12,140	5,775	2		7
8		Box-Equipped	22,742	12,084			8
9		Gondola-Plain	7,070	5,757			9
10		Gondola-Equipped	3,740	2,628			10
11		Hopper-Covered	18,952	9,436			11
12		Hopper-Open Top-General Service	31,655	25,036			12
13		Hopper-Open Top Special Service	4,498	2,995			13
14		Refrigerator-Mechanical	19				14
15		Refrigerator-Nonmechanical	1,411	1,416	232		15
16		Flat TOFC/COFC	1,258	587			16
17		Flat Multi-level	1,855	2,181			17
18		Flat-General Service	457	206			18
19		Flat-Other	2,439	1,297			19
20		All Other Freight Cars	2,907	2,463			20
21		Cabooses	294	322			21
22		Auto Racks	809	6,770			22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	112,246	78,953	234		24
		OTHER EQUIPMENT-REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	10,836	15,451			26
27		Refrigerated Containers					27
28		Other Containers	(529)				28
29		Bogies					29
30		Chassis	(893)	43			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	9,414	15,494			32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	52	117			33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	52	117			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	116				36
37	*	Computer systems and word processing equip.	9,944	19,081			37
38	*	Machinery-Locomotives (see note 1)	3,027	698			38
39	*	Machinery-Freight Cars (see note 2)	7,624	1,621			39
40	*	Machinery-Other Equipment (see note 3)	1,185	178			40
41	*	Work and Other Non-revenue Equipment	10,797	13,856			41
42		TOTAL OTHER EQUIPMENT	32,693	35,434			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	235,556	180,250	234		43

Note 1 - The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216

Note 2 - The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235

Note 3 - The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320

415. SUPPORTING SCHEDULE — EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			58,861		49,269		1
2		(375)	1,268,371		480,912	0	2
3							3
4							4
5	*	(375)	1,327,232	0	530,181	0	5
6			408		444		6
7		(14)	110,833	36	83,729	13	7
8			470,251	8,750	224,710	8,750	8
9		(210)	262,751		30,284		9
10			110,829		40,856		10
11		108	364,665		178,065		11
12		200	743,121		309,600		12
13			115,646		43,925		13
14							14
15		352	17,831	2,781	12,404	1,510	15
16		816	19,688		15,659		16
17			60,250		20,284		17
18			8,666		3,071		18
19		42	55,694		21,093		19
20		133	75,889		30,086		20
21			11,608		3,994		21
22			138,183		32,014		22
23							23
24	*	1,427	2,566,313	11,567	1,050,218	10,273	24
25							25
26		(4,503)	108,695		73,742		26
27							27
28							28
29							29
30			4,359		1,231		30
31							31
32	*	(4,503)	113,054		74,973		32
33			3,357		2,135		33
34							34
35	*		3,357		2,135		35
36	*		942		942		36
37	*	358	97,836		63,280		37
38	*		24,645		6,595		38
39	*		57,211		15,309		39
40	*		6,161		1,648		40
41	*	(217)	238,636		78,218		41
42		141	425,431		165,992		42
43		(3,310)	4,435,387	11,567	1,823,499	10,273	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 (e). This calculation should equal the amount shown in column (j), Schedule 335

416. SUPPORTING: SCHEDULE F - ROAD
(Dollars in Thousands)

Road Initials: NS Rail

Year 1993

Line No	Density category (Class) (a)	Account No (b)	Owned and used			Improvements to leased property			Capitalized Leases				TOTAL		Line No
			Inv Base (c)	Accum. depr (d)	Depr rate % (e)	Inv Base (f)	Accum depr (g)	Depr rate % (h)	Inv Base (i)	Current year Amort (j)	Accum Amort (k)	Inv Base (l)	Accum depr & Amort (m)		
1	I	3	204,972	65,220	0.95							204,972	65,220	1	
2		8	199,252	135,415	3.91							199,252	135,415	2	
3		9	617,186	208,610	4.10							617,186	208,610	3	
4		11	105,876	49,863	2.33							105,876	49,863	4	
5	SUB-TOTAL		1,127,286	459,108								1,127,286	459,108	5	
6	II	3	55,976	28,987	0.95							55,976	28,987	6	
7		8	816,976	174,105	3.91							816,976	174,105	7	
8		9	1,337,531	137,378	1.70							1,337,531	137,378	8	
9		11	417,998	24,932	2.33							417,998	24,932	9	
10	SUB-TOTAL		2,628,481	365,402								2,628,481	365,402	10	
11	III	3	44,986	N/A	N/A			N/A		N/A	N/A	44,986	N/A	11	
12		8	108,515	N/A	N/A			N/A		N/A	N/A	108,515	N/A	12	
13		9	88,672	N/A	N/A			N/A		N/A	N/A	88,672	N/A	13	
14		11	32,067	N/A	N/A			N/A		N/A	N/A	32,067	N/A	14	
15	SUB-TOTAL		274,240	N/A	N/A			N/A		N/A	N/A	274,240	N/A	15	
16	IV	3	150,846	50,726	0.95							150,846	50,726	16	
17		8	357,983	77,380	3.91							357,983	77,380	17	
18		9	451,299	162,818	2.23							451,299	162,818	18	
19		11	96,122	38,531	2.33							96,122	38,531	19	
20	SUB-TOTAL		1,056,250	329,455								1,056,250	329,455	20	
21	V	3												21	
22		8												22	
23		9												23	
24		11												24	
25	SUB-TOTAL													25	
26	GRAND TOTAL		5,086,257	1,153,965	N/A			N/A				5,086,257	1,153,965	26	

(1) Columns (c) + (f) + (i) = Column 12

Columns (d) + (g) + (k) = Column 13

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

NOTES AND REMARKS

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

1. Report freight expenses only.
2. Report in Lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only of the services they support. The total expenses in column (f) 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 TFCOFCOFC 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 (a)	TOFCOFCOFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	6,220		1,374					489	8,083	1
2	*	Pick up and delivery, marine line haul	3,874					1	N/A	8,544	12,419	2
3	*	Loading and unloading and local marine	21,481	101	3,997			6,731	N/A	3,380	35,690	3
4	*	Protective services, total debit and credits							278		278	4
5	*	Freight lost or damaged—solely related										5
6	*	Fringe benefits	3,448		757						4,205	6
7	*	Casualty and Insurance								277	277	7
8	*	Joint facility — Debit	322								322	8
9	*	Joint facility — Credit	(1)								(1)	9
10	*	Other										10
11	*	TOTAL	35,344	101	6,128			6,732	278	12,690	61,273	11
		** Expenses related to moving trailers and containers over the highway (outside the terminal area).										

Road-Initials: NS Rail Year 1993

[illegible]

726. SUMMARY OF TRACK REPLACEMENTS

1 Furnish the requested information concerning the summary of track replacements

2 In columns (d), (e), (g), and (j) give the percentage of replacements in 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		
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crosstie (d)	Switch and bridge ties (board feet) (e)							
1	A	1 126 303	1 010 102	6.9	N/A	408	4.2	865 000	1 446	(i)	(j)	1
2	B	205 426	184 646	2.6	N/A	131	2.5	360 000	601			2
3	C	14 018	12 601	.3	N/A	42	1.4	65 000	108			3
4	D	5 994	4 269	.2	N/A	23	1.0	9 000	16			4
5	E							1 069 000	501			5
6	TOTAL	1 351 741	1 211 618		N/A	604	3.1	2 368 000	2 672			6
7	F											7
8	Potential abandonments											8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No	Kind of locomotive service (a)	Diesel oil (gallons) (b)	Line No
1	Freight	334 232 000	1
2	Passenger		2
3	Yard switching	13 926 000	3
4	TOTAL	348 158 000	4
5	COST OF FUEL \$ (000)	236 585	5
6	Work Train	4 139 547	6

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	111,667	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	278,153	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	278,153	4
5		Railroad Retirement	218,643	5
6		Hospital Insurance	15,169	6
7		Supplemental Annuities	16,018	7
8		Unemployment Insurance	8,090	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	536,073	10
11		Total - Railway Taxes	647,740	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.	2,617,900	69,324	(528,236)	2,158,988	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	10,017	(204)	(2,138)	7,675	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	67,967	(1,400)	(14,436)	52,131	3
4	Amortization of rights of way, Sec. 185 I.R.C.	30,285	1,948	(6,429)	25,804	4
5	Other (Specify)					5
6	SIT - Net of Federal Benefits	104,953	6,119	97,584	208,656	6
7	Tax Benefit Transfer Leases	42,364	(6,070)	1,313	37,607	7
8	Contested Property Taxes	(4,939)	502	5,594	1,157	8
9	Casualty and Other Claims	(151,567)	(3,694)	19,306	(135,955)	9
10	Interest	(10,460)	5,786	1,645	(3,029)	10
11	Revenue Adjustment	3,924	1,893	(5,259)	558	11
12	Employee Separation Costs	(93,021)	26,235	11,929	(54,857)	12
13	Vacation Pay	(22,570)	(524)	1,489	(21,605)	13
14	Pension & Postretirement	(15,808)	(18,655)	(116,159)	(150,622)	14
15	Miscellaneous	(24,519)	8,320	(77,489)	(93,688)	15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	2,554,526	89,580	(611,286)	2,032,820	19

Railroad Annual Report R-1 *Adjustments in column (d) represent adoption of FAS 109, 106 and 112; amounts charged to Account 557 which had no effect on Accounts 714, 744, 762, and 786; and amounts transferred out of the NSRail consolidation.

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 _____ \$ N/A
(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	592	Effective January 1, 1993 Norfolk Southern adopted SFAS 106 "Employers' Accounting for Postretirement Benefits Other Than Pension", SFAS 109 "Accounting For Income Taxes", and SFAS 112 "Employers' Accounting For Postemployment Benefits". Norfolk Southern recognized these accounting changes on the immediate recognition basis. Therefore, the cumulative effects on years prior to 1993 of adopting these new accounting standards were as follows: SFAS 106 and 112 increased pretax expenses by \$359 million (\$222.6 million after-tax); SFAS 109 increased net income by \$469 million. The effect on net income as a result of implementing the accounting changes was to increase net income by \$246.4 million.		246,381	2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13	519	Growth in cash surrender value of corporate own life insurance		34,317	13
14					14
15	519	Gains on the disposition of land		31,317	15
16					16
17	519	Life insurance proceeds from corporate own life insurance		5,275	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 Several	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	<i>Triple Crown Service Company</i>	<i>Triple Crown Services Equipment Trust Certificate Series 1993</i>	<i>\$ 29,200,000</i>		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	113,414
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	40,682
4	766	Equipment Obligations	Sch. 200, L. 42	483,817
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	1,243
6	768	Debt in Default	Sch. 200, L. 44	—
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	105
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(4,665)
9		Total Debt	Sum L. 1-8	661,796
10		Debt Directly Related to Road Property	Note 1.	108,247
11		Debt Directly Related to Equipment	Note 1	553,549
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and 11	661,796
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	16.36%
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	83.64%
15		Debt Not Directly Related to Road or Equipment	L. 9 - L. 12	0
16		Road Property Debt (Note 2)	(L. 13 x L. 15) + L. 10	108,247
17		Equipment Debt (Note 2)	(L. 14 x L. 15) + L. 11	553,549

II. Interest Accrued During the Year:

Line #	Account No.	Title	Source	Balance at Close of Year
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	89,994
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	680
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	(7)
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	90,667
22		Interest Directly Related to Road Property Debt	Note 4	6,302
23		Interest Directly Related to Equipment Debt	Note 4	27,773 *
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	56,592 **
25		Interest on Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	15,558
26		Interest on Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	75,109
27		Embedded Rate of Debt Capital - Road Property	L. 25 div by L. 16	14.37%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	13.57%

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

Note 2. Line 16 plus Line 17 must equal Line 9.

Note 3. Line 21 includes interest on debt in Account 769-Account Payable; Affiliated Companies

Note 4. This interest relates to debt reported in Lines 9 and 10, respectively.

Note 5. Line 25 plus Line 26 must equal Line 21.

*Net of capitalized interest \$(21,657).

**Note all of this amount is Other Interest Expense and does not relate to conventional debt as reported on line 9 above.

NOTES AND REMARKS

Schedule 512 - Notes continued from page 72

Note 7 - D. R. Goode, Chairman, President and Chief Executive Officer of NS, is a director of Caterpillar, Inc., Georgia-Pacific Corporation and TRINOVA Corporation. NS Rail does or may provide rail transportation services to these entities in the normal course of business on terms and conditions considered no less favorable to those entities than if entered into with any other party; such rail transportation services are rendered at applicable tariff or contract rates, both of which are subject to ICC jurisdiction and/or review. During 1993, Georgia-Pacific paid North American Van Lines, Inc., a wholly owned subsidiary of NS, approximately \$705,000 for motor carrier services.

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 (c).

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 (c).

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 (e)	%	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	6,686		1
2	NationsBank Corp.		Other (See Notes 1 & 6)	Financial Services	2,052		2
3	McNair & Sanford P. A.		Other (See Note 2)	Legal & Consulting Services	192		3
4	Hunton & Williams		Other (See Note 3)	Legal Services	104		4
5	Williams Kelly & Greer PC		Other (See Note 4)	Legal Services	871		5
6	Brown Brothers Harriman & Co		Other (See Notes 5 & 6)	Financial Services	102		6
7	North American Van Lines		Common	Transportation Services	319		7
8	Caterpillar, Inc.		Other (See Note 7)	Materials and Services	215		8
9	Georgia-Pacific Corporation		Other (See Note 7)	Services	705		9
10	TRINOVA		Other (See Note 7)	Services			10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
							25

Note 1 - Respondent shares common outside 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 of the McNair & Sanford, P. A.

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 until his death on April 9, 1993) 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 1993 Brown Brothers was paid fees of approximately \$102,000 for managing a portion of the assets of NS' pension fund.

Continued on page 70

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

- (5) Line operated under trackage rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

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

CLASS	PORTIONS OWNED OR LEASED BY RESPONDENT	MILES OF ROAD	MILES OF SECOND MAIN TRACK	MILES OF ALL OTHER MAIN TRACKS	MILES OF PASS- ING TRACKS CROSSOVERS AND TURNOUTS	MILES OF WAY SWITCHING TRACKS	MILES OF YARD SWITCHING TRACKS	TOTAL
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
1	100%	12747	1283	56	1669	2117	4287	22159
1	50%	7	5	0	4	15	14	45
1	33%	3	4	0	5	0	6	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		12757	1292	56	1679	2145	4340	22269
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	4	22	121
3A	100%	0	0	0	0	0	2	2
3AJ	50%	0	0	0	0	0	0	0
3B	100%	566	226	1	70	61	125	1049
3BJ	50%	0	0	0	1	0	5	6
TOTAL CLASS 3		660	226	1	72	65	154	1178
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%	722	274	23	94	52	451	1616
5	0%	429	63	21	27	49	138	727
TOTAL CLASS 5		1151	337	44	121	101	589	2343
		14589	1859	101	1873	2313	5120	25855

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 BY RESPONDENT	LINE OWNED NOT OPERATED BY RESPONDENT	NEW LINE CONSTRUCTED DURING YEAR
(A)	(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	22	0	0	0	37	59	27	0
ILLINOIS	739	0	0	0	298	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	1101	0	313	17	38	1469	288	0
NEW YORK	68	0	0	0	12	80	0	0
OHIO	825	4	1	0	73	903	99	0
PENNSYLVANIA	44	0	0	0	0	44	0	0
SOUTH CAROLINA	819	0	0	0	40	859	0	0
TENNESSEE	887	0	136	0	32	1055	2	0
VIRGINIA	2034	0	0	0	81	2115	130	0
WEST VIRGINIA	578	0	0	0	15	593	70	0
TOTAL	12757	4	660	17	1151	14589	1207	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 (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

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

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

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

9 Cross-checks

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

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

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

710. INVENTORY OF EQUIPMENT UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS															
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No.		
				Units installed			Owned and used (h)		Leased from others (i)	Total in service of respondent (col (h)+(i)) (j)	Aggregate capacity of units reported in col (j) (see ins 7) (k)	Leased to others (l)			
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)								All other units including reclassification and second hand units purchased or leased from others (f)	
1		Locomotive Units	1,805	31				32	1,804			1,804	5,310,400 (H.P.)	6	1
2		Diesel-freight units													2
3		Diesel-passenger units													3
4		Diesel-multiple purpose units	159				4		163			163	240,250		4
5	*	Diesel-switching units	1,964	31			4	32	1,967			1,967	5,550,650	6	5
6	*	TOTAL (lines 1 to 4) units													6
7	*	Electric locomotives													7
8	*	Other self-powered units	1,964	31			4	32	1,967			1,967	5,550,650	6	8
9	*	TOTAL (lines 5, 6 and 7)	84					4	80			80	N/A		9
10	*	Auxiliary units					4	36	2,047			2,047	N/A	6	10
		TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2,048	31											

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)	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)	During Calendar Year					TOTAL (i)	Line No
								1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)		
11	*	Diesel	209	487	457	300	333	42	53	55	31		1,967	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	209	487	457	300	333	42	53	55	31		1,967	14
15	*	Auxiliary units	6	10	13	20	27	4					80	15
*	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	215	497	470	320	360	46	53	55	31	N/A	2,047	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			Owned and used (h)		Leased from others (i)	Total in service of respondent (col (h)&(i)) (j)	Aggregate capacity of units reported in col (j) (see ins 7) (k)	Leased to others (l)		
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)								All other units including reclassification and second hand units purchased or leased from others (f)
17		PASSENGER-TRAIN CARS <i>Non-Self-Propelled</i> Coaches [PA, PB, PBO]	22					15	7		7	N/A		17
18		Combined cars [All class C, except CSB]	1						1		1	N/A		18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]	1						1		1	N/A		20
21		Dining, grill and lavern 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					15	10		10	N/A		23
24		<i>Self-Propelled</i> 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					15	10		10	N/A		29
30		COMPANY SERVICE CARS Business cars [PV]	15						15		15	N/A		30
31		Board outfit cars [MWX]	224	1				18	207		207	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWV, MWK]	305			87		8	383	1	384	N/A		32
33		Dump and ballast cars [MWB, MWD]	1,404			552		411	1,545		1,545	N/A		33
34		Other maintenance and service equipment cars	4,725			431		346	4,806	4	4,810	N/A	6	34
35		TOTAL (lines 30 to 34)	6,673	1		1,070		783	6,956	5	6,961	N/A	6	35

710. INVENTORY OF EQUIPMENT — Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1_ B2_)	62						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ B6_ B7_ B8_)	6,499					23	37
38		Equipped box cars (All Code A, Except A_5_)	16,795				603	2,028	38
39		Plain gondola cars (All Codes G & J_1, J_2, J_3, J_4)	9,060					3,261	39
40		Equipped gondola cars (All Code E)	4,127		280			494	40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	15,787					1,635	41
42		Open top hopper cars—general service (All Code H)	43,954		1			879	42
43		Open top hopper cars—special service (J_0, and All Code K)	3,349					336	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_)	430					33	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8_)	1,093						46
47		Flat cars—multi-level (All Code V)	953					126	47
48		Flat cars—general service (F10_, F20_, F30_)	400					44	48
49		Flat cars—other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	1,882		2			25	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				21	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_)	2,591					1,040	52
53		TOTAL (lines 36 to 52)	106,982	4	283		603	9,945	53
54		Caboose (All Code M-930)	N/A	414					54
55		TOTAL (lines 53, 54)	106,982	418	283		603	9,945	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			62		62		3,400		36
37		1,106	5,416		5,416		414,636		37
38		1,708	17,716	2	17,718		1,334,247	19	38
39		572	11,749		11,749		1,088,611		39
40		820	4,031	50	4,081		385,398		40
41		1,308	15,560	554	16,114		1,603,126	76	41
42		7,523	37,311		37,311		3,715,329		42
43		219	3,337	129	3,466		315,116		43
44									44
45		3	421	39	460		32,199	6	45
46		15	1,078		1,078		55,977		46
47		132	947		947		38,685		47
48		52	392		392		31,511		48
49		64	1,839	6	1,845		169,087		49
50									50
51			4	21		25	2,387		51
52		217	2,644	770	3,414		221,308		52
53		13,739	102,507	1,571	104,053	25	9,411,017	101	53
54		39	375		N/A	375	N/A		54
55		13,778	102,882	1,571	104,053	400	9,411,017	101	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_.		1,447					59
60		Dry van U2_., Z_., Z6_., 1-6		4,973				2,529	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 ¹ 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)		6,462				2,529	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4)	Leased to others	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56			3		N/A	3			56
57			4		N/A	4			57
58			7		N/A	7			58
59		1,337	110			110	0		59
60		317	5,185	2,000		7,185	443,516		60
61			20			20	819		61
62			1			1	46		62
63									63
64			2			2	80		64
65			4			4	186		65
66			15			15	659		66
67									67
68									68
69									69
70		1,654	5,337	2,000		7,337	445,306		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	31	4,457	38,005	P	1
2						2
3	Flat Coil Steel Gondola (GBSR)	100	3,451	5,657	P	3
4	Trash 1 Chip Gondola (GBSR)	30	1,334	2,063	P	4
5	Flat Coil Steel Gondola (GBSR)	150	5,066	8,513	P	5
6	Heavy Duty Flat (FMS)	2	131	409	P	6
7	Steel Hopper (HT)	1	30	6	P	7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	314	N/A	54,653	N/A	25

REBUILT UNITS

26	50-Ton Boxcars (XL)	321	16,151	9,936	C	26
27	50-Ton Boxcars (XP)	282	14,209	8,402	C	27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	603	N/A	18,338	N/A	38
39	GRAND TOTAL	917	N/A	72,991	N/A	39

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

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

Track category¹

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

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	5,751	30.92	47.03	3	1
2	B	5,404	12.37	45.46	38	2
3	C	2,653	2.60	34.48	10	3
4	D	2,961	.27	23.64	106	4
5	E	6,743	XXXXXXX	XXXXX		5
6	TOTAL	23,512	15.05	39.79	157	6
7	F		XXXXXXXXX	XXXXX		7
8	Potential abandonments	125				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	893,097				49,265			942,362	5,310,339	1.0	1		
2	B	416,383				50,736			467,119	1,651,645	2.1	2		
3	C	191,917				65,204			257,121	1,422,894	6.9	3		
4	D	6,925				66,982			73,907	1,079,426	14.5	4		
5	E	35,355				201,494			236,849	1,347,756	16.6	5		
6	TOTAL	1,543,677				433,681			1,977,358	10,812,060	4.5	6		
7	F											7		
8	Potential abandonments											8		

9 Average cost per cross-tie \$ 20.55 and switch-tie (MBM) \$ 556.86

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	60,030	19.85	1,192	492,783	568.45	280	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	60,030	19.85	1,192	492,783	568.45	280		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid <u>2.93</u>								
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid <u>45.80</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 tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.

3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)				
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	361.96	5.09	52.77	1.16	414.74	6.25	1.27	1		
2	B	54.28	.25	141.10	.00	195.38	.25	3.32	2		
3	C	2.90	.63	7.84	14.28	10.74	14.91	.52	3		
4	D	.54	.01	11.53	2.61	12.07	2.61	.33	4		
5	E			322.79	72.99	322.79	72.99	9.33	5		
6	TOTAL	419.68	5.98	536.03	91.04	955.72	97.01	14.78	6		
7	F								7		
8	Potential Abandonments								8		
9	Average cost of new and relay rail laid in replacement per gross ton \$ <u>579.37</u> . New \$ <u>179.15</u> relay.										9

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

(Dollars in Thousands)

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

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

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

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

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

Line No	Class of rail (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	131	17	1	117.18	131	89	5	116.36	1	
2										2	
3	4	131	109	6	116.96	131	1,810	147	162.64	3	
4										4	
5	1	132	236	50	424.12	132	3,118	475	304.62	5	
6										6	
7	4	132	227	13	116.98	132	3,385	283	167.41	7	
8										8	
9	1	136	79	26	663.02	136				9	
10										10	
11	4	136	14	4	631.86	136	15	4	294.87	11	
12										12	
13	1	100				100	29	2	115.59	13	
14										14	
15	1	115				115	31	2	118.39	15	
16										16	
17	4	115				115	200	17	165.32	17	
18										18	
19	1	130				130	624	44	142.50	19	
20										20	
21	4	130				130	334	19	115.84	21	
22										22	
23	4	112				112	538	52	192.99	23	
24										24	
25	4	105				105	85	5	122.80	25	
26										26	
27	4	110				110	158	15	195.92	27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	682	100	146.63	N/A	10,416	1,070	102.73	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									2.93	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									45.80	35
36	Track-miles of welded rail installed on system this year 66.23 : total to date 13,319.93										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
	<i>Pounds</i>				
1	140	3.69			1
2	136	537.29			2
3	132	9,386.11			3
4	131	465.49			4
5	130	384.10			5
6	115	1,305.50			6
7	112	804.49			7
8	110	65.98			8
9	105	12.43			9
10	100	1,036.10			10
11	90	298.32			11
12	85	430.83			12
13	80	92.66			13
14	75	148.00			14
15	70	19.33			15
16	65	22.91			16
17	60	4.00			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					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties				Rail		Ballast Cubic yards of ballast placed	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (j)	
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crosstie (d)	Switch and bridge ties (board feet) (e)						
1	A	942362	5310339	5.04	8.44	420.99	3.7	1411554	2902.8	50.5	1
2	B	467119	1651645	2.66	2.10	195.63	1.8	598822	1235.4	22.9	2
3	C	257121	1422894	2.98	8.15	25.65	0.5	221121	343.1	12.9	3
4	D	73907	1079426	.77	2.79	14.69	0.2	92304	197.0	6.7	4
5	E	236849	1347756	1.12	1.22	395.78	2.9	173104	369.5	5.5	5
6	TOTAL	1977358	10812060	2.62	3.51	1052.74	2.2	2496905	5047.8	21.5	6
7	F										7
8	Potential abandonments										8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel Diesel oil (gallons) (b)	Line No
1	Freight	277,689,344	1
2	Passenger		2
3	Yard switching	30,250,853	3
4	TOTAL	307,940,197	4
5	COST OF FUEL' \$(000)	179,435	5
6	Work Train	2,972,982	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.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755-CONCLUDED

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including 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' 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)	14,589	23	1
		2. TRAIN MILES - RUNNING (B)	XXXXXXXX	XXXXXX	
2		2-01 UNIT TRAINS	3,306,061	XXXXXX	2
3		2-02 WAY TRAINS	9,030,783	XXXXXX	3
4		2-03 THROUGH TRAINS	30,979,232	30,160	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	43,316,076	30,160	5
6		2-05 MOTORCARS (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	43,316,076	30,160	7
		3. LOCOMOTIVE UNIT MILES (D)	XXXXXXXX	XXXXXX	
		ROAD SERVICE (E)	XXXXXXXX	XXXXXX	
8		3-01 UNIT TRAINS	11,353,540	XXXXXX	8
9		3-02 WAY TRAINS	18,411,256	XXXXXX	9
10		3-03 THROUGH TRAINS	85,554,315	30,160	10
11		3-04 TOTAL (lines 8-10)	115,319,111	30,160	11
12		3-11 TRAIN SWITCHING (F)	3,258,699	XXXXXX	12
13		3-21 YARD SWITCHING (G)	12,144,069		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	130,721,878	30,160	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	49,782	XXXXXX	16
17		4-012 BOX-EQUIPPED	156,413	XXXXXX	17
18		4-013 GONDOLA-PLAIN	90,471	XXXXXX	18
19		4-014 GONDOLA-EQUIPPED	25,016	XXXXXX	19
20		4-015 HOPPER-COVERED	120,504	XXXXXX	20
21		4-016 HOPPER-O/T-GENERAL SERVICE	299,361	XXXXXX	21
22		4-017 HOPPER-O/T-SPECIAL SERVICE	49,128	XXXXXX	22
23		4-018 REFRIGERATOR-MECHANICAL	3,450	XXXXXX	23
24		4-019 REFRIGERATOR-NON-MECHANICAL	6,259	XXXXXX	24
25		4-020 FLAT-TOFC/COFC	52,996	XXXXXX	25
26		4-021 FLAT-MULTI-LEVEL	16,536	XXXXXX	26
27		4-022 FLAT-GENERAL SERVICE	782	XXXXXX	27
28		4-023 FLAT-ALL OTHER	22,640	XXXXXX	28
29		4-024 ALL OTHER CAR TYPES	114,321	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,007,659	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	36,785	XXXXXX	32
33		4-112 BOX-EQUIPPED	153,459	XXXXXX	33
34		4-113 GONDOLA-PLAIN	90,535	XXXXXX	34
35		4-114 GONDOLA-EQUIPPED	25,403	XXXXXX	35
36		4-115 HOPPER-COVERED	124,700	XXXXXX	36
37		4-116 HOPPER-O/T-GENERAL SERVICE	282,434	XXXXXX	37
38		4-117 HOPPER-O/T-SPECIAL SERVICE	49,808	XXXXXX	38
39		4-118 REFRIGERATOR-MECHANICAL	2,745	XXXXXX	39
40		4-119 REFRIGERATOR-NON-MECHANICAL	5,998	XXXXXX	40
41		4-120 FLAT-TOFC/COFC	7,523	XXXXXX	41
42		4-121 FLAT-MULTI-LEVEL	10,924	XXXXXX	42
43		4-122 FLAT-GENERAL SERVICE	1,453	XXXXXX	43
44		4-123 FLAT-ALL OTHER	23,615	XXXXXX	44
45		4-124 ALL OTHER CAR TYPES	7,377	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	822,759	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	11,528	XXXXXX	48
49		4-132 BOX-EQUIPPED	59	XXXXXX	49
50		4-133 GONDOLA-PLAIN	497	XXXXXX	50
51		4-134 GONDOLA-EQUIPPED	31	XXXXXX	51
52		4-135 HOPPER-COVERED	96,136	XXXXXX	52
53		4-136 HOPPER-O/T-GENERAL SERVICE	1,176	XXXXXX	53
54		4-137 HOPPER-O/T-SPECIAL SERVICE	357	XXXXXX	54
55		4-138 REFRIGERATOR-MECHANICAL	0	XXXXXX	55
56		4-139 REFRIGERATOR-NON-MECHANICAL	833	XXXXXX	56
57		4-140 FLAT-TOFC/COFC	201,780	XXXXXX	57
58		4-141 FLAT-MULTI-LEVEL	108,747	XXXXXX	58
59		4-142 FLAT-GENERAL SERVICE	76	XXXXXX	59
60		4-143 FLAT-ALL OTHER	11,173	XXXXXX	60
61		4-144 TANK UNDER 22,000 GALLONS	96,396	XXXXXX	61
62		4-145 TANK - 22,000 GALLONS AND OVER	34,884	XXXXXX	62
63		4-146 ALL OTHER CAR TYPES	264	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	563,937	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	4,042	XXXXXX	66
67		4-152 BOX-EQUIPPED	74	XXXXXX	67
68		4-153 GONDOLA-PLAIN	502	XXXXXX	68
69		4-154 GONDOLA-EQUIPPED	53	XXXXXX	69
70		4-155 HOPPER-COVERED	98,312	XXXXXX	70
71		4-156 HOPPER-O/T-GENERAL SERVICE	1,067	XXXXXX	71
72		4-157 HOPPER-O/T-SPECIAL SERVICE	397	XXXXXX	72
73		4-158 REFRIGERATOR-MECHANICAL	0	XXXXXX	73
74		4-159 REFRIGERATOR-NON-MECHANICAL	849	XXXXXX	74
75		4-160 FLAT-TOFC/COFC	28,195	XXXXXX	75
76		4-161 FLAT-MULTI-LEVEL	72,839	XXXXXX	76
77		4-162 FLAT-GENERAL SERVICE	91	XXXXXX	77
78		4-163 FLAT-ALL OTHER	11,968	XXXXXX	78
79		4-164 TANK UNDER 22,000 GALLONS	98,520	XXXXXX	79
80		4-165 TANK - 22,000 GALLONS AND OVER	35,653	XXXXXX	80
81		4-166 ALL OTHER CAR TYPES	261	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	352,823	XXXXXX	82
83		4-17 WORK EQUIPMENT CAR-MILES	21,817	XXXXXX	83
84		4-18 NO PAYMENT CAR-MILES (I) *	90,099	XXXXXX	84
		4-19 TOTAL CAR-MILES BY TRAIN TYPE	XXXXXXXX	XXXXXX	
85		4-190 UNIT TRAINS	286,122	XXXXXX	85
86		4-191 WAY TRAINS	189,886	XXXXXX	86
87		4-192 THROUGH TRAINS	2,383,086	XXXXXX	87
88		4-193 TOTAL (lines 85-87)	2,859,094	XXXXXX	88
89		4-20 CABOOSE MILES	13,152	XXXXXX	89

* Total number of loaded miles 95,294 and empty mile 1,418 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	18,791,977	3,921	98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	24,573,132	XXXXXX	99
100		6-021 WAY TRAINS	14,298,804	XXXXXX	100
101		6-022 THROUGH TRAINS	170,894,366	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.		14,885	102
103		6-04 NON-REVENUE	1,349,634	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	229,907,913	18,806	104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	262,279	XXXXXX	105
106		7-02 NON-REVENUE	1,657	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	263,936	XXXXXX	107
		8. TON-MILES OF FREIGHT (Thousands) (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	111,639,903	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	111,639,903	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	324,629	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	324,629	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	111,964,532	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	2,250,155	XXXXXX	115
116		9-02 TRAIN SWITCHING	266,454	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	1,343,915	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	1,045,781	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	618,382	XXXXXX	120
121		12-02 WAY TRAINS	3,142,869	XXXXXX	121
122		12-03 THROUGH TRAINS	5,963,214	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	1,313,373	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	1,345,362	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	60,019	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	32,611,000	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)	32,611,000	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	19,930	XXXXXX	130
131		17-02 UNSERVICEABLE	305	XXXXXX	131
132		17-03 SURPLUS	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	20,235	XXXXXX	133

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	18,791,977	3,921	98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	24,573,132	XXXXXX	99
100		6-021 WAY TRAINS	14,298,804	XXXXXX	100
101		6-022 THROUGH TRAINS	170,894,366	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.		14,885	102
103		6-04 NON-REVENUE	1,349,634	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	229,907,913	18,806	104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	262,288	XXXXXX	105
106		7-02 NON-REVENUE	1,657	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	263,945	XXXXXX	107
		8. TON-MILES OF FREIGHT (Thousands) (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	111,639,903	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	111,639,903	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	324,629	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	324,629	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	111,964,532	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	2,250,155	XXXXXX	115
116		9-02 TRAIN SWITCHING	266,454	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	1,343,915	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	1,045,781	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	618,382	XXXXXX	120
121		12-02 WAY TRAINS	3,142,869	XXXXXX	121
122		12-03 THROUGH TRAINS	5,963,214	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	1,313,373	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	1,345,362	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	60,019	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	32,611,000	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)	32,611,000	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	19,930	XXXXXX	130
131		17-02 UNSERVICEABLE	305	XXXXXX	131
132		17-03 SURPLUS	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	20,235	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, 1993, to and including December 31, 1993.

John P. Rathbone
(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, 1994. My commission expires December 31, 1998.

Use an
LS.
impression seal

Kathryn G. Brandi
(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, 1993, to and including December 31, 1993.

David R. Goode
(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, 1994. My commission expires December 31, 1998.

Use an
LS.
impression seal

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

**MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE**

[illegible]

CORRECTIONS

[illegible]

EXPLANATORY REMARKS

INDEX

	Page No		Page No
Accumulated depreciation		Leases	61
Road and equipment leased		Locomotive equipment	78
From others	38	Electric and other	78
Improvements to	38	Consumption of fuel diesel	91
To others	41	Locomotive unit miles	94
Owned and used	35	Mileage-Average of road operated	85
Accruals-Railway tax	63	Of main tracks	
Analysis of taxes	63	Of new tracks in which rails were laid	88
Application of funds-Source	21	Of new tracks in which ties were laid	87
Balance sheet	5-9	Miscellaneous items in retained income accounts for the	
Capital stock	20	year	65
Car, locomotive, and floating equipment-Classification	78-83	Motorcar car miles	94
Changes in financial position	21-22	Motor rail cars owned or leased	79
Company service equipment	79	Net income	17
Compensating balances and short-term borrowing		Oath	98
arrangements	67	Operating expenses (see Expenses)	
Consumption of fuel by motive-power units	91	Revenues (see Revenues)	
Contingent assets and liabilities	8	Statistics (See Statistics)	
Crossties (see Ties)		Ordinary income	16
Debt holdings	69	Private line cars loaded	95
Depreciation base and rates		Private line cars empty	95
Road and equipment leased		Rails	
From others	34	Laid in replacement	88
Improvements to	32-33	Charges to operating expenses	45
To others	40	Additional tracks, new lines, and extensions	89
Owned and used	34	Miles of new track in which rails were laid	88
Electric locomotive equipment at close of year	68	Weight of	89
Equipment—classified	78-83	Railway—Operating expenses	45-53
Company service	79	Railway—Operating revenues	16
Floating	82-83	Results of Operations	16-17
Freight-train cars	80-81	Retained income unappropriated	19
Highway revenue equipment	82-83	Miscellaneous items in accounts for year	65
Passenger-train cars	78-79	Revenues	
Inventory	78-83	Freight	16
Owned-Not in service of respondent	78	Passenger	16
Equipment—Leased, depreciation base and rate		Road and equipment—Investment in	32-33
From others	34	Improvements to leased property	32-33
Improvements to	37	Reserve	38
Reserve	38	Leased to others—Depreciation base and rates	40
To others	40	Reserve	41
Reserve	41	Owned-Depreciation base and rates	34
Equipment—Owned, depreciation base rates	34	Reserve	35
Reserve	35	Used-Depreciation base and rates	34
Expenses—railway operating	45-53	Reserve	35
Extraordinary items	17	Road—Mileage operated at close of year	74
Federal income taxes	63	By States and Territories	75
Financial position—Changes in	21-22	Securities (see Investments)	
Floating equipment	82-83	Short-term borrowing arrangements—Compensating	
Freight cars loaded	94	balances and	67
Freight-train cars	80-81	Sinking funds	7
Freight car-miles	94	Source and application of working capital	21-22
Fuel consumed diesel	91	Specialized service subschedule	60
Cost	91	Statement of changes in financial position	21-22
Funded debt (see Debt holdings)		Stock outstanding	20
Guaranties and suretyships	66	Changes during year	20
Identity of respondent	2	Number of security holders	3
Items in selected income and retained earnings accounts	65	Total voting power	3-4
Investments in common stocks of affiliated companies	30	Value per share	3
Investments and advances of affiliated companies	26-29	Voting rights	3
Railway property used in transportation service	42-43	Supporting schedule—Road	56-57
Road and equipment	32-33	Suretyships—Guaranties and	66
Changes during year	32-33	Ties laid in replacement	86
Leased property-improvements made during the		Ties—Additional tracks, new lines, and extensions	87
year	32-33	Tracks operated at close of year	74

INDEX - Continued

	Page No		Page No
Miles of, at close of year	75	Ton-miles of freight	97
Track and traffic conditions	85	TOFC/COFC number of revenue trailers and containers	
Train hours, yard switching	97	loaded and unloaded	97
Train miles	94	Voting powers and elections	3
Tons of freight	97	Weight of rail	90