

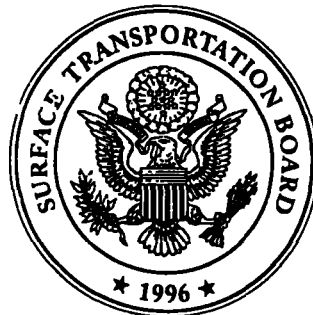
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Class I Railroad Annual Report

	Norfolk Southern Combined Railroad Subsidiaries Three Commercial Place Norfolk, VA 23510-2191
<small>Correct name and address if different than shown</small>	<small>Full name and address of reporting carrier (Use mailing label on original, copy in full on duplicate)</small>



**To The
Surface Transportation Board
For the Year Ending December 31, 2001**

NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St. N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. 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.
6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:
 - (a) Board means *Surface Transportation Board*.
 - (b) Respondent means *the person or corporation in whose behalf the report is made*.
 - (c) Year means *the year ended December 31 for which the report is being made*.
 - (d) Close of the Year means *the close of business on December 31 for the year in which the report is being made*. If the report is made for a shorter period than one year, it means *the close of the period covered by the report*.
 - (e) Beginning of the Year means *the beginning of business on January 1 of the year for which the report is being made*. If the report is made for a shorter period than one year, it means *the beginning of that period*.
 - (f) Preceding Year means *the year ended December 31 of the year preceding the year for which the report is made*.
 - (g) 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*.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

ANNUAL REPORT

OF

NORFOLK SOUTHERN COMBINED RAILROAD SUBSIDIARIES
("NS RAIL")

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2001

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

(Name) John P. Rathbone (Title) Sr. Vice President and Controller

(Telephone number) (757) 629-2770
(Area Code)

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

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SPECIAL NOTICE

Docket No. 38559, Railroad Classification Index, (ICC served January 20, 1983), modified the reporting requirements for Class II, Class III, and Switching and Terminal Companies. These carriers will notify the Board only if the calculation results in a different revenue level than its current classification.

The dark borders on the schedules represent data that are captured by the Board.

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 Office of the Secretary, Surface Transportation Board.

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 the pages excluded, as well as 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 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.
- 2 Date of incorporatio Norfolk Southern Railway Company was incorporated June 18, 1894, under the name Southern Railway Company.
- 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 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.
- 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 (NSR). Effective September 1, 1998, NW was merged with and into NSR. In August 1998, the STB's decision approving the joint application of NS, NSR and other parties to control Conrail (which owns Consolidated Rail Corporation) became final. NSR and CSX Transportation began operating their respective portions of Conrail's routes and assets on June 1, 1999. See also note 9 to Schedule 200.

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

STOCKHOLDERS REPORTS

- 5 The respondent is required to send the office of Economic and Environmental Analysis, 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 Annual Reports on Form 10-K for year ended December 31, 2001, filed with the Securities and Exchange Commission by 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 no, 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 filing; if not, state as of the close of the year. NSR 16,668,997*, T-Cubed 2,000 and TCS Leasing, Inc. 500 votes as of December 31, 2001.
(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 the 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 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, with 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	Thoroughbred Technology and						4
5	Telecommunications, Inc.						5
6	(T-Cubed):						6
7	Norfolk Southern Corp.	Norfolk, VA	2,000	2,000			7
8							8
9	TCS Leasing, Inc.:						9
10	Norfolk Southern Corp.	Norfolk, VA	500	500			10
11							11
12							12
13							13
14							14
15							15
16	* At December 31, 2001, 1,197,027 shares of \$2.60 cumulative preferred stock, Series A were issued; of these,						16
17	1,096,907 shares were held other than by subsidiaries and are entitled to one vote per share. NS has 22.5% of						17
18	all shares entitled to vote.						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 - 17,644,427 votes, T-Cubed - 2,000 votes and TCS Leasing, Inc. - 500 votes.

11. Give the date of such meeting.

NSR - May 22, 2001 T-Cubed - May 14, 2001 and TCS Leasing, Inc. - October 5, 2001

12. Give the place of such meeting.

Norfolk, Virginia for NSR, T-Cubed 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). 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 Surface Transportation Board:

<u>Class I</u>	<u>Lessors and Other</u>
Cincinnati, New Orleans and Texas Pacific Railway Company, The	Alabama Great Southern LLC
Norfolk Southern Railway Company	Airforce Pipeline, Inc.
	Central of Georgia LLC
	Citico Realty Company
	High Point, Randleman, Asheboro and
	Southern Railroad Company
	Lamberts Point Barge Company, Inc.
	Memphis and Charleston Railway Company
	Mobile and Birmingham Railroad Company
	Norfolk Southern International, Inc.
	North Carolina Midland Railroad Company, The
	Rail Investment Company
	Rail Technologies, Inc.
	Shenandoah-Virginia Corporation
	South Western Rail Road Company, The
	Southern Rail Terminals, Inc.
	Southern Rail Terminals of North Carolina, Inc.
	Southern Region Coal Transport, Inc.
	Southern Region Materials Supply, Inc.
	T-Cubed of North America, Inc.
	T-Cubed of South Carolina, Inc.
	T-Cubed of Virginia, Inc.
	TCS Leasing, Inc.
	Thoroughbred Direct Intermodal Services, Inc.
	Thoroughbred Technology and Telecommunications, Inc.
	Transworks Company
	Transworks Inc.
	Transworks of Indiana, Inc.
	Triple Crown Services Company
	Virginia and Southwestern Railway Company
	Wheelersburg Terminal LLC
	Yadkin Railroad Company

Class II

Alabama Great Southern Railroad Company, The
Central of Georgia Railroad Company
Georgia Southern and Florida Railway Company

Class III

Atlantic and East Carolina Railway Company
Camp Lejeune Railroad Company
Chesapeake Western Railway
Interstate Railroad Company
Norfolk and Portsmouth Belt Line Railroad Company
State University Railroad Company
Tennessee, Alabama & Georgia Railway Company
Tennessee Railway Company

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash and Cash Equivalents	179,117	-	1
2		702	Temporary Cash Investments	46	1,055	2
3		703	Special Deposits			3
4		704	Accounts Receivable			
			- Loan and Notes	4,730	131	4
5		705	- Interline and Other Balances	498	439	5
6		706	- Customers	25,693	24,827	6
7		707	- Other	64,528	67,134	7
8		709, 708	- Accrued Accounts Receivables	132,535	84,990	8
9		708.5	- Receivables from Affiliated Companies			9
10		709.5	- Less: Allowance for Uncollectible Accounts	(4,708)	(6,764)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	245,180	263,012	11
12		712	Materials and Supplies	89,901	91,284	12
13		713	Other Current Assets	10,526	39,912	13
14			TOTAL CURRENT ASSETS	748,046	566,020	14
Other Assets						
15		715, 716, 717	Special Funds	505,378	416,475	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	456,542	343,410	16
17		722, 723	Other Investments and Advances	218,520	185,149	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$20,426 and \$15,610 respectively	167,960	114,296	19
20		739, 741	Other Assets	64,514	48,968	20
21		743	Other Deferred Debits	16,641	27,372	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	1,429,555	1,135,670	23
Road and Equipment						
24		731, 732	Road (Schedule 330, L-30 Col. h & b)	10,251,937	9,842,680	24
25		731, 732	Equipment (Schedule 330, L-39 Col. h & b)	5,472,763	5,483,444	25
26		731, 732	Unallocated Items	285,991	306,668	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(5,273,875)	(5,069,404)	27
28			Net Road and Equipment	10,736,816	10,563,388	28
29	*		TOTAL ASSETS	12,914,417	12,265,078	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	5,007	7,859	31
32		753	Audited Accounts and Wages	45,596	25,389	32
33		754	Other Accounts Payable	945	21,747	33
34		755, 756	Interest and Dividends Payable	16,102	43,434	34
35		757	Payables to Affiliated Companies	1,182,903	318,171	35
36		759	Accrued Accounts Payable	783,611	856,702	36
37		760, 761, 761.5, 762	Taxes Accrued	225,945	211,765	37
38		763	Other Current Liabilities	119,266	117,011	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	104,918	97,246	39
40			TOTAL CURRENT LIABILITIES	2,484,293	1,699,324	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	34,548	34,676	41
42		766	Equipment Obligations	506,166	404,915	42
43		766.5	Capitalized Lease Obligations	283,677	313,786	43
44		768	Debt in Default			44
45		769	Accounts Payable; Affiliated Companies	26,142	26,184	45
46		770.1, 770.2	Unamortized Debt Premium	(1,614)	(1,999)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	3,734,477	3,603,767	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,083,121	1,127,225	50
51			TOTAL NONCURRENT LIABILITIES	5,666,517	5,508,554	51
Shareholders' Equity						
52		791, 792	Total Capital Stock: (Schedule 230, E-11 & 17)	166,690	166,690	52
53			Common Stock	166,690	166,690	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	768,559	757,401	56
57		797	Retained Earnings:			57
58		798	Appropriated			58
59		796	Unappropriated (Schedule 220)	3,613,153	3,975,951	59
60		798.5	Accumulated Other Comprehensive Income	215,205	157,158	60
61			Less Treasury Stock			61
62	*		Net Stockholders' Equity	4,763,607	5,057,200	62
			TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	12,914,417	12,265,078	

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts
NONE
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made
NONE
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year
SEE NOTE 3, PAGE 9

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund
NONE FOR FUNDED PLANS

(c) Is any part of pension plan funded? Specify. Yes X No
 (i) If funding is by insurance, give name of insuring company NOT APPLICABLE
 If funding is by trust agreement, list trustee(s) FIRST UNION NATIONAL BANK (CUSTODIAN)
 Date of trust agreement or latest amendment AUGUST 1, 1988 (CUSTODIAL AGREEMENT)
 If respondent is affiliated in any way with the trustee(s), explain affiliation

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement
SEE NOTE 3, PAGE 9

(e) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify. Yes No X
 If yes, give number of the shares for each class of stock or other security:

Are voting rights attached to any securities held by the pension plan? Specify. Yes X No
 If yes, who determines how stock is voted? The Chairman of the Board of Managers is authorized to give instructions to the Board of Managers' nominee regarding the execution of general proxies.
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes X No
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was SEE NOTE 3, PAGE 9.
 (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was NONE.
6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the nonoperating expense account. NONE

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)

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.

Example 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 11.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities. See Note 8 on page 13.

		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

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

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

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

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

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

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)

3. PENSIONS AND OTHER POSTRETIREMENT BENEFITS

NS Rail provides defined pension benefits, principally for salaried employees, through participation in NS' funded and unfunded defined benefit pension plans. NS Rail also provides specified health care and death benefits to eligible retired employees and their dependents by participating in welfare benefit plans sponsored by NS. Under the present plans, which may be amended or terminated at NS' option, a defined percentage of health care expenses is covered, reduced by any deductibles, co-payments, Medicare payments and, in some cases, coverage provided under other group insurance policies. The following data relate to the combined NS plans.

Early Retirement Programs

During 2000, NS offered two voluntary early retirement programs to its salaried employees. The principal incentives offered in these programs were enhanced pension benefits, the cost for most of which will be paid from NS' overfunded pension plan. A February program was accepted by 919 of 1,180 eligible employees, and a December program was accepted by 370 of 846 eligible employees. The total cost of these programs, which is included in "General" expenses, was \$133 million. The resulting noncash reduction to NS Rail's pension plan asset is included in "Other – net" in the Combined Statements of Cash Flows.

(\$ in millions)	Pension Benefits		Other Benefits	
	2001	2000	2001	2000
CHANGE IN BENEFIT OBLIGATIONS				
Benefit obligation at beginning of year	\$ 1,312	\$ 1,058	\$ 445	\$ 340
Cost of early retirement benefits	–	119	–	14
Service cost	15	18	14	15
Interest cost	94	79	33	27
Amendment	6	21	–	–
Legislative changes	(19)	–	–	–
Actuarial (gains) losses	36	120	21	79
Benefits paid	(120)	(103)	(34)	(30)
Benefit obligation at end of year	1,324	1,312	479	445
CHANGE IN PLAN ASSETS				
Fair value of plan assets at beginning of year	1,999	2,072	126	152
Actual return on plan assets	(74)	30	(8)	(5)
Employer contribution	7	8	34	9
401(h) account transfer	(14)	(8)	–	–
Benefits paid	(120)	(103)	(34)	(30)
Fair value of plan assets at end of year	1,798	1,999	118	126
Funded status	474	687	(361)	(319)
Unrecognized initial net asset	–	(3)	–	–
Unrecognized (gain) loss	(142)	(478)	46	4
Unrecognized prior service cost (benefit)	30	47	–	–
Net amount recognized	\$ 362	\$ 253	\$ (315)	\$ (315)
Amounts recognized in the Consolidated Balance Sheets consist of:				
Prepaid benefit cost	\$ 426	\$ 315	\$ –	\$ –
Accrued benefit liability	(79)	(83)	(315)	(315)
Accumulated other comprehensive income	15	21	–	–
Net amount recognized	\$ 362	\$ 253	\$ (315)	\$ (315)

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)

Of the pension plans included above, the unfunded pension plans were the only plans with an accumulated benefit obligation in excess of plan assets. These plans' accumulated benefit obligations were \$79 million at Dec. 31, 2001, and \$83 million at Dec. 31, 2000. These plans' projected benefit obligations were \$89 million at Dec. 31, 2001 and 2000. Because of the nature of such plans, there are no plan assets.

NS received Section 401(h) account transfers, from pension plan assets, of \$14 million in 2001 and \$8 million in 2000 as reimbursement for medical payments for retirees.

Legislative changes primarily resulting from the December 2001 amendment to the Railroad Retirement Act ("The Act") increased benefits payable to certain retirees covered by The Act. Since employees' pension benefits paid by NS are offset by a portion of benefits paid under The Act, the amendment served to reduce NS' obligation by approximately \$19 million at Dec. 31, 2001.

During 2001, NS amended its qualified and nonqualified pension plans to enhance benefits to certain NS employees. The amendments increased the pension benefit obligation by \$6 million at Dec. 31, 2001.

During 2000, NS amended its qualified pension plan to allow for the payment of qualifying disability benefits. The amendment increased the pension benefit obligation by \$21 million at Dec. 31, 2000.

Pension and other postretirement benefit costs are determined based on actuarial valuations that reflect appropriate assumptions as of the measurement date, ordinarily the beginning of each year. The funded status of the plans is determined using appropriate assumptions as of each year end. During 1999, NS received assets from the Conrail pension plan and assumed certain related liabilities. As a result, the measurement dates for determining pension costs were Jan. 1, 1999, and Aug. 31, 1999, and reflect discount rates of 6.75% and 7.75%, respectively, and other assumptions appropriate at those dates. A summary of the major assumptions follows:

	2001	2000	1999
Funded status:			
Discount rate	7.25%	7.5%	7.75%
Future salary increases	5%	5%	5%
Pension cost:			
Discount rate	7.50%	7.75%	6.75%
Return on assets in plans	10%	10%	10%
Future salary increases	5%	5%	5%

Pension and Other Postretirement Benefit Costs

(\$ in millions)

	2001	2000	1999
PENSION BENEFITS			
Service cost	\$ 15	\$ 18	\$ 17
Interest cost	94	79	73
Cost of early retirement programs	—	119	—
Expected return on plan assets	(202)	(192)	(152)
Amortization of prior service cost	4	4	4
Amortization of initial net asset	(3)	(7)	(7)
Recognized net actuarial (gain) loss	(24)	(38)	(22)
Net cost (benefit)	\$ (116)	\$ (17)	\$ (87)
OTHER POSTRETIREMENT BENEFITS			
Service cost	\$ 14	\$ 15	\$ 11
Interest cost	33	27	23
Cost of early retirement programs	—	14	—
Expected return on plan assets	(13)	(14)	(12)
Amortization of prior service cost	—	—	(12)
Recognized net actuarial (gain) loss	—	(4)	(2)
Net cost	\$ 34	\$ 38	\$ 8

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)

For measurement purposes, increases in the per capita cost of covered health care benefits were assumed to be 7.0% for 2002 and 6.0% for 2003. It is assumed the rate will decrease gradually to an ultimate rate of 5.0% for 2004 and remain at that level thereafter.

Assumed health care cost trend rates have a significant effect on the amounts reported in the financial statements. To illustrate, a one-percentage-point change in the assumed health care cost trend would have the following effects:

(\$ in millions)	One percentage point	
	Increase	Decrease
Increase (decrease) in:		
Total service and interest cost components	\$ 5	\$ (4)
Postretirement benefit obligation	\$ 42	\$ (36)

Under collective bargaining agreements, NS Rail participates in a multi-employer benefit plan, which provides certain postretirement health care and life insurance benefits to eligible union employees. Premiums under this plan are expensed as incurred and amounted to \$10 million in 2001 and \$7 million in 2000 and \$5 million in 1999.

401(k) Plans

NS Rail provides 401(k) savings plans for employees. Under the plans, NS Rail matches a portion of employee contributions, subject to applicable limitations. Since 1999, NS has issued shares of its Common Stock to fund NS Rail's contributions. NS Rail's expenses under these plans were \$11 million in 2001 and \$12 million in both 2000 and 1999.

In November 1999, NS issued and contributed to eligible participants' accounts approximately 2 million shares of its Common Stock in connection with a temporary special work incentive program available to NS Rail's unionized employees during much of the third quarter of 1999. The cost of the program was \$49 million.

7. COMMITMENTS AND CONTINGENCIES

Lawsuits

NSR and certain subsidiaries are defendants in numerous lawsuits relating principally to railroad operations. When management concludes that it is probable that a liability has been incurred and the amount of the liability can be reasonably estimated, it is accrued through a charge to expenses. An accrual is not made when management's best estimate, based on known facts and circumstances, is that it is unlikely that a loss has been incurred.

Presently, there are cases involving labor issues where the aggregated range of loss could be from nothing to \$40 million. Management believes that NS Rail will prevail in these cases; however, an unfavorable outcome could result in accruals that could be significant to results of operations in a particular year or quarter.

Casualty Claims

NS Rail is generally self-insured for casualty claims. Claims in excess of self-insurance levels are insured up to excess coverage limits. The casualty claims liability is determined actuarially, based upon claims filed and an estimate of claims incurred but not yet reported. While the ultimate amount of claims incurred is dependent on future developments, in management's opinion, the recorded liability is adequate to cover the future payments of claims. However, it is possible that the recorded liability may not be adequate to cover the future payments of claims. Adjustments to the recorded liability will be reflected in operating expenses in the periods in which such adjustments are known.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)**Environmental Matters**

NS Rail is subject to various jurisdictions' environmental laws and regulations. It is NS Rail's policy to record a liability where such liability or loss is probable and its amount can be estimated reasonably. Claims, if any, against third parties for recovery of cleanup 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 regularly participate in ongoing evaluations of all identified sites and in determining any necessary adjustments to initial liability estimates. NS Rail also has established an Environmental Policy Council, composed of senior managers, to oversee and interpret its environmental policy.

NS Rail's balance sheets included liabilities for environmental exposures in the amount of \$33 million at Dec. 31, 2001, and \$36 million at Dec. 31, 2000 (of which \$8 million was accounted for as a current liability in each year). At Dec. 31, 2001, the liability represented NS Rail's estimate of the probable cleanup and remediation costs based on available information at 126 identified locations. On that date, 10 sites accounted for \$17 million of the reserve, and no individual site was considered to be material. NS Rail anticipates that much of this liability will be paid out over five years; however, some costs will be paid out over a longer period.

At some of the 126 locations, certain NS Rail subsidiaries, usually in conjunction with a number of other parties, have been identified as potentially responsible parties by the Environmental Protection Agency (EPA) or similar state authorities under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, or comparable state statutes, which often impose joint and several liability for cleanup costs.

With respect to known environmental sites (whether identified by NS Rail or by the EPA or comparable state authorities), estimates of NS Rail's ultimate potential financial exposure for a given site or in the aggregate for all such sites are necessarily imprecise because of the widely varying costs of currently available cleanup techniques, the likely development of new cleanup technologies, the difficulty of determining in advance the nature and full extent of contamination and each potential participant's share of any estimated loss (and that participant's ability to bear it) and evolving statutory and regulatory standards governing liability.

The risk of incurring environmental liability — for acts and omissions, past, present and future — is inherent in the railroad business. Some of the commodities in NS Rail's traffic mix, particularly those classified as hazardous materials, can pose special risks that NS Rail and its subsidiaries work diligently to minimize. In addition, several NS Rail subsidiaries own, or have owned, land used as operating property, or which is leased or may have been leased and operated by others, or held for sale. Because environmental problems may exist on these properties that are latent or undisclosed, there can be no assurance that NS Rail will not incur environmentally related liabilities or costs with respect to one or more of them, the amount and materiality of which cannot be estimated reliably at this time. Moreover, lawsuits and claims involving these and other now-unknown environmental sites and matters are likely to arise from time to time. The resulting liabilities could have a significant effect on financial condition, results of operations or liquidity in a particular year or quarter.

However, based on its assessments of the facts and circumstances now known, Management believes that it has recorded the probable costs for dealing with those environmental matters of which the Corporation is aware. Further, Management believes that it is unlikely that any identified matters, either individually or in the aggregate, will have a material adverse effect on NS Rail's financial position, results of operations or liquidity.

Purchase Commitment

NS Rail had outstanding purchase commitments of approximately \$150 million in connection with its 2002 capital program. NS Rail has forward fuel purchase commitments in the first quarter of 2002 covering 38 million gallons of fuel at an average cost of 62 cents per gallon, which includes federal taxes.

Change-in-Control Arrangements

NS has compensation agreements with officers and certain key employees that become operative only upon a change in control — as defined in those agreements — of that corporation. The agreements provide generally for payments based on compensation at the time of a covered individual's involuntary or other specified termination and for certain other benefits.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)

8. MARKETABLE EQUITY SECURITIES

	2001	Dec. 31, (in millions of dollars)	2000
Marketable equity securities, principally 21,169,125 shares of NS Common Stock at fair value	\$ 389		\$ 286

Carrying value adjustments, which are noncash transactions, are not included in the Combined Statement of Cash Flows. The gross unrealized holding gain was \$369 million at Dec. 31, 2001, and \$265 million at Dec. 31, 2000. The gains primarily reflect changes in the NS stock price.

9. OPERATIONS OVER CONRAIL'S LINES

Overview – NS and CSX Corporation (CSX) jointly own Conrail Inc. (Conrail), whose primary subsidiary is Consolidated Rail Corporation (CRC), the major freight railroad in the Northeast. From May 23, 1997, the date NS and CSX completed their acquisition of Conrail stock, until June 1, 1999, Conrail's operations continued substantially unchanged while NS and CSX awaited regulatory approvals and prepared for the integration of the respective Conrail routes and assets to be leased to their railroad subsidiaries, NSR and CSX Transportation, Inc. (CSXT).

Commencement of Operations – On June 1, 1999 (the "Closing Date"), NSR and CSXT began operating as parts of their rail systems the separate Conrail routes and assets leased to them pursuant to operating and lease agreements.

The Operating Agreement between NSR and Pennsylvania Lines LLC (PRR), a wholly owned subsidiary of CRC, governs substantially all nonequipment assets to be operated by NSR and has an initial 25-year term, renewable at the option of NSR for two five-year terms. Payments under the Operating Agreement are subject to adjustment every six years to reflect changes in values. NSR also has leased or subleased for varying terms from PRR a number of equipment assets. Costs necessary to operate and maintain the PRR assets, including leasehold improvements, are borne by NSR. CSXT has entered into comparable arrangements, for the operation and use of certain other CRC routes and assets, with another wholly owned CRC subsidiary.

NSR and CSXT also have entered into agreements with CRC governing other Conrail properties that continue to be owned and operated by Conrail (the "Shared Assets Areas"). NSR and CSXT pay CRC a fee for joint and exclusive access to the Shared Assets Areas. In addition, NSR and CSXT pay, based on usage, the costs incurred by CRC to operate the Shared Assets Areas.

Future minimum lease payments due to PRR under the Operating Agreement and lease agreements and to CRC under the Shared Assets Areas (SAA) agreements are as follows:

(\$ in millions)	PRR Oper. Agmt.	PRR Lease Agmts.	SAA Agmts.
2002	\$ 196	\$ 131	\$ 27
2003	217	109	30
2004	238	93	32
2005	246	72	34
2006	246	57	34
2007 and subsequent years	4,530	171	618
Total	\$ 5,673	\$ 633	\$ 775

Operating lease expense related to the agreements amounted to \$467 million in 2001, \$502 million in 2000 and \$273 million in 1999.

On the Closing Date, both NS Rail's route miles and its employees increased approximately 50 percent. NS Rail and CSXT now provide substantially all rail freight services on Conrail's route system, perform or are responsible for performing most services incident to customer freight contracts and employ the majority of Conrail's former work force. As a result, NS Rail began to receive all freight revenues and incur all expenses on PRR lines.

NS Rail's railway operating expenses in 1999 included \$168 million (\$103 million after taxes) related to the Conrail transaction, principally for contractual obligations to Conrail employees imposed by the STB when it approved the transaction. NS Rail's consolidated balance sheet at Dec. 31, 2001, includes \$78 million of liabilities for these obligations. Through Dec. 31, 2001, NS Rail had paid \$91 million of these costs.

Until the Closing Date, NS Rail and CRC had transactions with each other in the customary course of handling interline traffic. As of Dec. 31, 2000, substantially all of the amounts receivable or payable related to these transactions had been satisfied.

NS Rail provides certain general and administrative support functions to Conrail, the fees for which are billed in accordance with several service-provider arrangements and totaled \$6 million in 2001, \$7 million in 2000 and \$10 million in 1999.

Interest-bearing loans made to NS Rail by a PRR subsidiary (which totaled \$301 million at Dec. 31, 2001, and \$51 million at Dec. 31, 2000,) are included in Account 757. The interest rate for these loans is variable and was 2.45% at Dec. 31, 2001.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)**10. RELATED PARTIES (OTHER THAN CONRAIL/PRR)**General

Norfolk Southern Corporation (NS) is the parent holding company of NSR. Rail operations are coordinated at the holding company level by the NS Vice Chairman and Chief Operating Officer. Effective June 1, 2000, NS charges NS Rail a fee for management services it performs for NS Rail (which totaled \$521 million and included a \$35 million markup in 2001, and totaled \$347 million, and included a \$17 million markup in 2000). Previously, the costs of functions performed by NS were charged to NS Rail. As a result, costs that were previously included in "Salaries and Wages" and "General" are reflected in "Purchased Services." In addition, NS charges NS Rail a revenue-based licensing fee (which totaled \$90 million in 2001, \$91 million in 2000 and \$77 million in 1999) for use of certain intangible assets owned by NS.

Noncash Dividends

NSR declared and issued to NS noncash dividends of \$700 million in 2001, \$382 million in 2000 and \$1.1 billion in 1999. The 1999 amount included a \$491 million dividend of accounts receivable declared December 1. The remainder of the 1999 dividends and all of the 2001 and 2000 dividends were settled by reduction of NSR's interest-bearing advances due from NS.

Noncash dividends are excluded from the Combined Statements of Cash Flows.

Sale of Accounts Receivable

From Dec. 1, 1999 through April 30, 2000, NS Rail sold certain of its rail accounts receivable, on a nonrecourse basis, to NS. Based on the terms of the sale agreement, these sales were accounted for as secured borrowings. The discount is included in Account 551 in the Combined Statement of Income. Accordingly, at Dec. 31, 1999, Account 706 included \$388 million of such sold receivables, and Account 757 included the related liability.

Effective May 2000, NS and NS Rail sold, without recourse, to a bankruptcy-remote special-purpose NS subsidiary, a pool of accounts receivable totaling approximately \$700 million. The pool consisted of receivables NS earlier had purchased from NS Rail (as described above), and certain additional NS Rail receivables. NS Rail services and collects all of the sold receivables on behalf of the buyers; however, no servicing asset or liability has been recognized because the benefits of servicing are estimated to be just adequate to compensate NS Rail for its responsibilities. Payments collected from sold receivables are remitted to the special-purpose NS subsidiary, which, in turn, reinvests the amounts by purchasing new receivables from NS Rail. NS Rail has no retained interest in the sold receivables.

Under the terms of the new sale agreement, the receivables are treated as sold and, accordingly, \$534 million of sold receivables at Dec. 31, 2001 are not included on the balance sheet of NS Rail. The transition to the new program in May 2000 resulted in a \$495 million noncash reduction of receivables and Intercompany Accounts, which was excluded from the Combined Statement of Cash Flows. Fees associated with the sale, which are based on historical dilution and prevailing interest rates, are included in Account 551.

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. NS Rail had long-term intercompany federal income tax payables (which are included in "Deferred income taxes" in the Combined Balance Sheets) of \$833 million at Dec. 31, 2001, and \$782 million at Dec. 31, 2000.

Capital Contributions

In each of 2001, 2000 and 1999, NS Rail recognized capital contributions for benefits it received related to tax credits generated by a nonrail subsidiary of NS. In 1999, NS Rail recognized a capital contribution for a transfer of pension assets NS received from the Conrail pension plan.

Cash Required for NS Debt

To finance the cost of the Conrail transaction, NS issued and sold commercial paper and \$4.3 billion of unsecured notes. A significant portion of the funding for the interest and repayments on this and other NS debt is expected to be provided by NS Rail.

NS is subject to various financial covenants with respect to its debt and under its credit agreement, including a minimum net worth requirement, a maximum leverage ratio restriction and certain restrictions on issuance of further debt. As a major NS subsidiary, NS Rail is subject to certain of those covenants.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES (continued)**11. DERIVATIVE FINANCIAL INSTRUMENTS**

On Jan. 1, 2001, NS Rail adopted Statement of Financial Accounting Standards No. 133, "Accounting for Derivative Instruments and Hedging Activities" (SFAS 133), as amended by Statement of Financial Accounting Standards No. 138, "Accounting for Certain Derivative Instruments and Certain Hedging Activities" (SFAS 138). The Statements establish accounting and reporting standards for derivative instruments and hedging activities, requiring that all derivatives be recognized in the financial statements as either assets or liabilities and that they be measured at fair value. Changes in fair value are recorded as adjustments to the assets or liabilities being hedged in Account 796 or in current earnings, depending on whether the derivative is designated and qualifies for hedge accounting, the type of hedge transaction represented and the effectiveness of the hedge. The adoption of SFAS 133 and SFAS 138 resulted in the recognition of a \$5 million asset and a \$5 million increase in long-term debt as of Jan. 1, 2001.

NS Rail uses derivative financial instruments to reduce the risk of volatility in its diesel fuel costs and to manage its overall exposure to fluctuations in interest rates. NS Rail does not engage in the trading of derivatives. Management has determined that its derivative financial instruments qualify as either fair-value or cash-flow hedges, having values that highly correlate with the underlying hedged exposures, and has designated such instruments as hedging transactions. Credit risk related to the derivative financial instruments is considered to be minimal and is managed by requiring high credit standards for counterparties and periodic settlements.

Diesel Fuel Hedging

In the second quarter of 2001, NS Rail began a program to hedge a portion of its diesel fuel consumption. The intent of the program is to assist in the management of NS Rail's aggregate risk exposure to fuel price fluctuations, which can significantly affect NS Rail's operating margins and profitability. In order to minimize this risk, NS Rail instituted a continuous hedging strategy for a portion of its estimated future fuel needs by entering into a series of forward purchases and swaps in order to lock in the purchase prices of some of its diesel fuel. Hedges are placed each month by competitive bid among selected counterparties. The goal of this hedging strategy is to average fuel costs over an extended period of time while minimizing the incremental cost of hedging.

The program provides that NS Rail will not enter into any fuel hedges with a duration of more than 36 months, and that no more than 80 percent of NS Rail's average monthly fuel consumption will be hedged for each month within any 36-month period. Diesel fuel costs represented 8% of NS Rail's operating expenses for the years ended Dec. 31, 2001 and 2000, and 5% for the year ended Dec. 31, 1999.

NS Rail entered into two types of diesel fuel derivative transactions in 2001. Management has designated these derivative instruments as cash-flow hedges of the exposure to variability in expected future cash flows attributable to fluctuations in diesel fuel prices. In 2001, NS Rail purchased eight monthly call options at a strike price of 84 cents per gallon of Nymex No. 2 heating oil. The cost of the monthly options, which expired serially through Dec. 31, 2001, was amortized as a component of diesel fuel expense. Because the price of diesel fuel did not reach the strike price at any time during the period the options were outstanding, NS Rail did not record any benefit related to these transactions. During 2001, NS Rail entered into 222 fuel swaps for approximately 370 million gallons at an average price of approximately 68 cents per gallon of Nymex No. 2 heating oil. As of Dec. 31, 2001, outstanding swaps covered approximately 32 percent and 21 percent of estimated fuel purchases for the years 2002 and 2003, respectively.

NS Rail's fuel hedging activity resulted in a net increase in 2001 diesel fuel expense of \$8 million. Ineffectiveness related to the use of diesel fuel hedges in 2001 was less than \$1 million.

Interest Rate Hedging

NS Rail manages its overall exposure to fluctuations in interest rates by issuing both fixed and floating-rate debt instruments, and by entering into interest rate hedging transactions. NS Rail had \$251 million, or 33.8%, and \$280 million, or 32.9%, of its fixed rate debt portfolio hedged at Dec. 31, 2001 and Dec. 31, 2000, respectively, using interest rate swaps that qualify for and are designated as fair-value hedge transactions. These swaps have been effective in hedging the changes in fair value of the related debt arising from changes in interest rates and, accordingly, there has been no impact on earnings resulting from ineffectiveness associated with these derivative transactions.

Fair Values

The fair values of NS Rail's diesel fuel derivative instruments at Dec. 31, 2001, were determined based upon current fair market values as quoted by third party dealers. Fair values of interest rate swaps were determined based upon the present value of expected future cash flows discounted at the appropriate implied spot rate from the spot rate yield curve. Fair value adjustments are noncash transactions and, accordingly, are excluded from the Combined Statements of Cash Flows. At Dec. 31, 2001, Account 796 includes \$15 million (pretax) relating to the decrease in the fair value of the derivative fuel hedging transactions that will terminate within the next 12 months.

12. FREIGHT RATES AND REGULATED TRAFFIC**Freight Rates**

In 2001, NS Rail continued its reliance on private contracts and exempt price quotes as the predominant pricing mechanism. Thus, a major portion of NS Rail's freight business is not currently 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 2001, NS Rail was found by the STB not to be "revenue adequate" based on results for the year 2000. A railroad is "revenue adequate" under the applicable law when its return on net investment exceeds the rail industry's composite cost of capital.

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.

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

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

5. Cross-checks**Schedule 210**

Line 15, column (b)

Line 47 plus 48 plus 49, column (b)

Line 50, column (b)

Line 14, column (b)

Line 14, column (d)

Line 14, column (e)

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	5,951,888	5,928,327	5,951,888		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	65,869	64,490	65,869		4
5		(105) Water Transfers					5
6		(106) Demurrage	68,090	104,218	68,090		6
7		(110) Incidental	83,976	62,020	83,976		7
8		(121) Joint Facility-Credit (Debit)					8
9		(122) Joint Facility-Debit (Credit)					9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)					
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	6,169,823	6,159,055	6,169,823		10
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					11
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	6,169,823	6,159,055	6,169,823		12
14	*	(531) Railway operating expenses	5,332,886	5,665,201	5,332,886		13
15	*	Net revenue from railway operations	836,937	493,854	836,937		14
		OTHER INCOME					15
16		(506) Revenue from property used in other than carrier operations	1,989	960			16
17		(510) Miscellaneous rent income	35,986	34,545			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	5,131	17,303			19
20		(514) Interest income	28,864	25,754			20
21		(516) Income from sinking and other funds	392	716			21
22		(517) Release of premiums on funded debt	1	4			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	116,501	116,418			24
25		Income from affiliated companies: 519					
26		a. Dividends (equity method)					25
27		b. Equity in undistributed earnings (losses)	780	259			26
28		TOTAL OTHER INCOME (lines 16-26)	189,644	195,959			27
		TOTAL INCOME (lines 15, 27)	1,026,581	689,813			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	18,392	16,907			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	335,274	162,446			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	353,666	179,353			36
37		Income available for fixed charges (lines 28, 36)	672,915	510,460			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	41,499	42,442	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	95,407	190,023	40
41		(548) Amortization of discount on funded debt	433	443	41
42		TOTAL FIXED CHARGES (lines 38-41)	137,339	232,908	42
43		Income after fixed charges (lines 37, 42)	535,576	277,552	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	535,576	277,552	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	110,485	69,725	47
48	*	(b) State income taxes	18,420	7,814	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	68,776	19,745	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	197,681	97,284	51
52		Income from continuing operations (lines 46+51)	337,895	180,268	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)	337,895	180,268	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)			60
61	*	Net income (Loss) (lines 55+59+60)	337,895	180,268	61
Reconciliation of net railway operating income(NROI)					
62		Net revenues from railway operation	836,937	493,854	62
63	*	(556) Income taxes on ordinary income (-)	(128,905)	(77,539)	63
64	*	(557) Provision for deferred income taxes (-)	(68,776)	(19,745)	64
65		Income from lease of road and equipment (-)	(6,606)	(6,194)	65
66		Rent for leased roads and equipment (+)	207,696	195,186	66
67		Net railway operating income (loss)	840,346	585,562	67

NOTES AND REMARKS

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. 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	3,975,951		1
2	(601.5)	Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	(602)	Credit balance transferred from income	337,895		3
4	(603)	Appropriations released			4
5	(606)	Other credits to retained earnings			5
6		TOTAL	337,895		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	700,693 *		11
12		Preferred stock (1)			12
13		TOTAL	700,693		13
14		Net increase (decrease) during year (line 6 minus line 13)	(362,798)		14
15		Balances at close of year (lines 1, 2 & 14)	3,613,153		15
16		Balances from line 15 (c)		N/A **	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,613,153	N/A	17
18	(797)	Total appropriated retained earnings:			18
19		Credits during year			19
20		Debits during year			20
21		Balance at close of year \$0			21
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ None			23
		Account 616 \$ None			

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

* Line 11 Dividends

Cash	595 Schedule 240, Line 34
Non-Cash	700,098 Note 10, Page 14
	<u>700,693</u>

** 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.

230. CAPITAL STOCK

PART I. CAPITAL STOCK
(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common:								1
2	Norfolk Southern Railway Company	None	50,000,000	16,668,997		16,668,997	\$166,690		2
3	TCS Leasing, Inc.	None	500	500		500			3
4	Thoroughbred Technology and Telecommunications, Inc.	\$1	10,000	2,000		2,000			4
5									5
6									6
7	Preferred:								7
8	Southern cumulative preferred stock is considered								8
9	"minority interest" for purposes of this report.								9
10	TOTAL	N/A	50,010,500	16,671,497		16,671,497	\$166,690		10

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

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital (h)	Line No.
		Number of Shares (b)	Amount (c)	Number of Shares (d)	Amount (e)	Number of Shares (f)	Amount (g)		
11	Balance at beginning of year				\$166,690			\$757,401	11
12	Capital Stock Sold								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled							11,158	14
15	Contribution to Capital, Note 10, page 14								15
16									16
17	Balance at close of year				\$166,690			\$768,559	17

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	337,895	180,268	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	(13,222)	(18,265)	11
12		Depreciation and amortization expenses	515,355	504,743	12
13		Increase (decrease) in provision for deferred income taxes	68,776	19,745	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(9,708)	(9,245)	14
15		Decrease (increase) in accounts receivable	(52,519)	40,862	15
16		Decrease (increase) in materials and supplies, and other current assets	47,942	(25,924)	16
17		Increase (decrease) in current liabilities other than debt	(82,131)	174,922	17
18		Increase (decrease) in other-net	(25,006)	129,187	18
19		Net cash provided from continuing operations (Lines 10-18)	787,382	996,293	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)	787,382	996,293	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	46,396	69,094	22
23		Capital expenditures	(774,078)	(678,787)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	1,009	10,502	24
25		Proceeds from sale/repayment of investment and advances	57,486	70,459	25
26		Purchase price of long-term investment and advances	(89,328)	(70,720)	26
27		Net decrease (increase) in sinking and other special funds	(102,513)	(22,732)	27
28		Other-net	163,854	(257,687)	28
29		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(697,174)	(879,871)	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	479,704	244,406	30
31		Principal payments of long-term debt	(390,200)	(376,669)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(595)	(460)	34
35		Other-net	-	-	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	88,909	(132,723)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS -25015 (Lines 21, 29 & 36)	179,117	(16,301)	37
38		Cash and cash equivalents at beginning of the year	-	16,301	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	179,117	-	39
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	74,920	121,593	40
41		Income taxes (net)*	64,799	3,900	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 (a)	Source No.	Amount (b)	Line No.
	CURRENT OPERATING ASSETS			
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	498	1
2	Customers (706)	Schedule 200, line 6, column b	25,693	2
3	Other (707)	Note A	64,508	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	90,699	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	6,169,823	5
6	Rent Income	Note B	277,511	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	6,447,334	7
8	Average Daily Operating Revenues	Line 7 + 360 days	17,909	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 + line 8	5	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	20	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	5,007	11
12	Audited Accounts and Wages Payable (753)	Note A	45,596	12
13	Accounts Payable-Other (754)	Note A	945	13
14	Other Taxes Accrued (761.5)	Note A	160,830	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	212,378	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	5,332,886	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	514,018	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	5,096,379	18
19	Average Daily Expenditures	Line 18 + 360 days	14,157	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 + line 19	15	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	5	21
22	Cash Working Capital Required	Line 21 x line 19	70,785	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	179,163	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	70,785	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	86,811	25
26	Scrap and Obsolete Material Included in Acct. 712	Note A		26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	86,811	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	157,596	28

Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.

(B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the 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 investment by accounts in numerical order.
 - (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including US 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 those 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 are 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 services 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 purposes of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classified as noncarrier companies, even though the securities held by such companies are largely or entirely 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 account 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 Surface Transportation Board 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 ____ to ____." 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)	14.29	5
6				Trailer-Train Co. (6)	7.84	6
7				Algers Winslow & Western Rwy. Co. (7)	50.00	7
8				Augusta & Summerville RR Co. (8)	50.00	8
9				Central Transfer Rwy. and Storage Co. (9)	50.00	9
10				North Charleston Terminal Co. (10)	33.33	10
11				Woodstock & Blockton Ry. (11)	50.00	11
12				Chatham Terminal Co. (12)	50.00	12
13				Beaver Street Tower Co. (13)	25.00	13
14				Iowa Transfer Ry Co. (14)	25.00	14
15						15
16						16
17				Total A-1		17
18						18
19						19
20		A-3	VI	Green Real Estate Co. (15)	33.33	20
21			X	Norfolk Southern Corp. (16)		21
22			VII	NS Transportation Brokerage Corp.	100.00	22
23				Total A-3		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

(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 85.71%

(6) Controlled jointly-other RRs own 92.16%

(7) Kindill Mining, Inc. 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	173			173		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	1,914			1,914		20		17
18								18
19								19
20	236			236		226		20
21	284,356	107,412	3,738	388,030			5,127	21
22	1,214	4		1,218				22
23	285,806	107,416	3,738	389,484		226	5,127	23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31			Line 21, column g, represents the unrealized market gain (FAS115)					31
32			Line 21, column h, represents a stock donation					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) BN owns 25%, Heartland Rail owns 25%, and Chicago & NW owns 25%

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

(16) Line 23, col. (g) see note 8, page 13

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						10
11						11
12				Total E-1		12
13						13
14		E-3	X	Norfolk Southern Corporation		14
15			VI	Southern Region Industrial Realty, Inc.		15
16				Total E-3		16
17						17
18						18
19						19
20						20
21				Total 721		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

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	114			114				1
2	3,133			3,133				2
3	170			170				3
4	25			25				4
5	1,089			1,089				5
6	5			5				6
7	5			5				7
8	10			10				8
9								9
10								10
11								11
12	4,551			4,551				12
13								13
14	39,731			39,731				14
15	383			383				15
16	40,114			40,114				16
17								17
18								18
19								19
20								20
21	332,385	107,416	3,738	436,063		246	5,127	21
22								22
23				(246)	721.5 Total Sch. 310A Total			23
24				20,725				24
25				456,542				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

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	Algers Winslow and Western	710	(249)	184			645	2
3	Augusta and Summerville	56					56	3
4	Belt Railway Company of Chicago*	1,966		278			2,244	4
5	Central Transfer and Storage Co.	6		1			7	5
6	Peoria and Pekin Union Rwy.*	282	(90)	145			337	6
7	Trailer-Train Co.*	2,796		8,596			11,392	7
8	Winston-Salem Southbound Rwy.	5,453	(6)	589			6,042	8
9	Woodstock and Blocton	2		6			2	9
10	Total Carriers	11,271	(345)	9,799 *			20,725	10
11								11
12								12
13								13

Noncarrier: (List specifics for each company)

Line No.	NOTE:	14	15	16	17	18	19	20	21	22	23	24	25
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.												
15													
16													
17													
18	Dividends received are accounted (in column (c)) as a reduction in the investment carrying value.												
19													
20													
21													
22	*Equity in undistributed earnings during the year for lines 3, 5 and 6 credited to operating expenses due to nature of operations equals 9,019, which leaves 780 applied to equity in undistributed earnings.												
23													
24													
25													

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS

Reconciliation of Depreciation Expense to Schedule 410**Road (Column (c))**

272,590	Schedule 410
2,413	Shop Machinery
4,357	Depreciation capitalized
<u>279,360</u>	Total

258,185	Line 30 Schedule 335
179	Line 41 Schedule 339
20,996	Line 30 Schedule 342
<u>279,360</u>	Total

Equipment (Column (c))

241,428	Schedule 410
(2,413)	Shop Machinery
-	Other
<u>239,015</u>	Total

238,790	Line 40 Schedule 335
225	Line 40 Schedule 342
<u>239,015</u>	

Reconciliation of Accumulated Depreciation and Amortization to Schedule 200

5,124,449	Schedule 335, Line 41, Column (g)
149,426	Schedule 342, Line 41, Column (g)
<u>5,273,875</u>	
<u>5,273,875</u>	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 purpose	202,523			1
2		(3) Grading	520,143			2
3		(4) Other, right-of-way expenditures	5,382			3
4		(5) Tunnels and subways	40,753			4
5		(6) Bridges, trestles, and culverts	750,811			5
6		(7) Elevated structures	37,814			6
7		(8) Ties	1,956,942			7
8		(9) Rail and other track material	2,898,409			8
9		(11) Ballast	835,092			9
10		(13) Fences, snow sheds, and signs	6,425			10
11		(16) Station and office buildings	424,165			11
12		(17) Roadway buildings	44,722			12
13		(18) Water stations	0			13
14		(19) Fuel stations	20,708			14
15		(20) Shops and enginehouses	180,546			15
16		(22) Storage warehouses	4,162			16
17		(23) Wharves and docks	2,833			17
18		(24) Coal and ore wharves	147,475			18
19		(25) TOFC/COFC terminals	183,911			19
20		(26) Communications systems	352,918			20
21		(27) Signals and interlocker	578,959			21
22		(29) Power plants	2,676			22
23		(31) Power-transmissions systems	23,072			23
24		(35) Miscellaneous structures	13,802			24
25		(37) Roadway machines	252,288			25
26		(39) Public improvements-Construction	255,370			26
27		(44) Shop machinery*	85,973			27
28		(45) Power-plant machinery	14,806			28
29		Other (specify and explain)	0			29
30		TOTAL EXPENDITURES FOR ROAD	9,842,680			30
31		(52) Locomotives	2,021,232			31
32		(53) Freight-train cars	2,764,150			32
33		(54) Passenger-train cars	0			33
34		(55) Highway revenue equipment	124,766			34
35		(56) Floating equipment	644			35
36		(57) Work equipment	139,336			36
37		(58) Miscellaneous equipment	163,783			37
38		(59) Computer systems and word processing equip	269,533			38
39		TOTAL EQUIPMENT	5,483,444			39
40		(76) Interest during construction	0			40
41		(80) Other elements of investment	0			41
42		(90) Construction in progress	306,668			42
43		GRAND TOTAL	15,632,792			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		3,248	846	2,402	204,925	1
2		5,096	3,301	1,795	521,938	2
3		0	0	0	5,382	3
4		2,302	(36)	2,338	43,091	4
5		32,076	228	31,848	782,659	5
6		126	97	29	37,843	6
7		99,747	17,953	81,794	2,038,736	7
8		102,900	29,932	72,968	2,971,377	8
9		49,207	9,468	39,739	874,831	9
10		0	13	(13)	6,412	10
11		7,109	5,557	1,552	425,717	11
12		110	54	56	44,778	12
13		0	0	0	0	13
14		599	4	595	21,303	14
15		13,187	1,665	11,522	192,068	15
16		0	19	(19)	4,143	16
17		0	2,833	(2,833)	0	17
18		4,269	30	4,239	151,714	18
19		109,993	857	109,136	293,047	19
20		7,876	482	7,394	360,312	20
21		23,632	1,982	21,650	600,609	21
22		0	0	0	2,676	22
23		661	13	648	23,720	23
24		16	17	(1)	13,801	24
25		19,704	8,596	11,108	263,396	25
26		15,919	2,451	13,468	268,838	26
27		1,554	3,712	(2,158)	83,815	27
28		0	0	0	14,806	28
29		0	0	0	0	29
30		499,331	90,074	409,257	10,251,937	30
31		205,131	72,918	132,213	2,153,445	31
32		9,265	115,146	(105,881)	2,658,269	32
33		0	0	0	0	33
34		1,045	418	627	125,393	34
35		0	644	(644)	0	35
36		805	9,193	(8,388)	130,948	36
37		6,391	28,949	(22,558)	141,225	37
38		27,060	33,110	(6,050)	263,483	38
39		249,697	1,260,378	(1,010,681)	5,472,763	39
40		0	0	0	0	40
41		0	0	0	0	41
42		(55,874)	(35,197)	(20,677)	285,991	42
43		693,154	315,255	377,899	16,010,691	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, 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		Annual composite rate (percent) (d)	LEASED FROM OTHERS			Line No.
		Depreciation base			Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		1/1 At beginning of year (e)	12/1 At close of year (f)		
	ROADWAY							
1	(3) Grading	457,590	458,925	1.00%	132,914	133,052		1
2	(4) Other, right-of-way expenditures	4,821	4,821	1.00%	1,849	1,849		2
3	(5) Tunnels and subways	40,752	41,501	0.74%	41,984	42,908		3
4	(6) Bridges, trestles, and culverts	717,892	741,167	1.02%	179,970	185,205		4
5	(7) Elevated structures	37,814	37,843	10.00%	1,310	1,310		5
6	(8) Ties	1,754,574	1,797,252	4.38%	657,558	655,364		6
7	(9) Rail and other track material	2,599,918	2,638,492	2.52%	1,398,937	1,400,558		7
8	(11) Ballast	743,756	762,407	2.50%	491,065	489,751		8
9	(13) Fences, snow sheds, and signs	6,148	6,148	1.11%	1,336	1,374		9
10	(16) Station and office buildings	406,258	398,166	2.64%	85,953	85,762		10
11	(17) Roadway buildings	44,486	44,486	2.78%	5,239	9,165		11
12	(18) Water stations	0	0	0.00%	42	42		12
13	(19) Fuel stations	19,247	19,247	3.55%	24,650	25,973		13
14	(20) Shops and enginehouses	171,751	181,028	2.00%	68,109	68,980		14
15	(22) Storage warehouses	4,162	4,143	2.50%	40	40		15
16	(23) Wharves and docks	0	0	0.00%	110	110		16
17	(24) Coal and ore wharves	147,346	151,392	2.45%	29,542	30,295		17
18	(25) TOFC/COFC terminals	177,628	277,887	3.13%	95,532	104,158		18
19	(26) Communications systems	349,419	355,632	3.80%	54,050	54,562		19
20	(27) Signals and interlocker	539,227	556,193	1.96%	287,237	323,587		20
21	(29) Power plants	2,659	2,659	3.23%	524	524		21
22	(31) Power-transmissions systems	22,229	22,302	2.50%	5,681	5,850		22
23	(35) Miscellaneous structures	12,051	12,051	3.13%	2,161	2,161		23
24	(37) Roadway machines	252,288	262,489	5.70%	43,787	43,719		24
25	(39) Public Improvements-Construction	233,234	241,386	2.70%	26,744	27,023		25
26	(44) Shop machinery*	85,877	82,642	2.81%	42,305	41,789		26
27	(45) Power-plant machinery	14,760	14,760	2.50%	2,998	3,034		27
28	All other road accounts	0	0	0.00%	0	0		28
29	Amortization (Adjustments)	0	0	0.00%	0	0		29
30	TOTAL ROAD	8,845,887	9,115,017	2.71%	3,681,607	3,738,141		30
	EQUIPMENT							
31	(52) Locomotives	2,019,890	2,153,294	3.77%	545,777	547,181		31
32	(53) Freight-train cars	2,760,260	2,657,346	3.12%	320,470	307,888		32
33	(54) Passenger-train cars	0	0	0.00%	4,020	4,020		33
34	(55) Highway revenue equipment	124,766	125,313	6.45%	0	0		34
35	(56) Floating equipment	0	0	6.67%	0	0		35
36	(57) Work equipment	139,042	132,016	2.33%	13,333	13,288		36
37	(58) Miscellaneous equipment	163,783	139,068	8.12%	19,405	19,089		37
38	(59) Computer systems and word processing equipment	269,533	266,536	16.87%	8,778	8,778		38
39	TOTAL EQUIPMENT	5,477,274	5,473,573	3.96%	911,783	900,244		39
40	GRAND TOTAL	14,323,161	14,588,590	3.16%	4,593,390	4,638,385		40

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED
(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation; Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credits - Equipment" accounts and "Other Rents - Credits - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" account and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others).
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE		DEBITS TO RESERVE		Balance at close of year (g)	Line No.
				During the year		During the year			
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debts (f)		
1		(3) Grading	183,515	4,581	0	2,209	0	185,887	1
2		(4) Other, right-of-way expenditures	1,178	47	0	0	0	1,225	2
3		(5) Tunnels and subways	12,609	302	0	0	0	12,911	3
4		(6) Bridges, trestles, and culverts	143,955	7,431	0	1,095	0	150,291	4
5		(7) Elevated structures	27,905	3,779	0	0	0	31,684	5
6		(8) Ties	667,761	77,592	0	31,705	0	713,648	6
7		(9) Rail and other track material	689,831	67,535	0	17,050	0	740,316	7
8		(11) Ballast	169,850	18,837	0	8,426	0	180,261	8
9		(13) Fences, snow sheds, and signs	3,291	68	0	12	0	3,347	9
10		(16) Station and office buildings	124,529	12,052	0	4,108	0	132,473	10
11		(17) Roadway buildings	18,406	1,236	0	9	0	19,633	11
12		(18) Water stations	0	0	0	0	0	0	12
13		(19) Fuel stations	7,702	683	0	4	0	8,381	13
14		(20) Shops and enginehouses	67,028	3,573	0	487	0	70,114	14
15		(22) Storage warehouses	793	103	0	0	0	896	15
16		(23) Wharves and docks	659	0	0	659	0	0	16
17		(24) Coal and ore wharves	50,613	3,655	0	29	0	54,239	17
18		(25) TOFC/COFC terminals	46,820	7,545	0	707	0	53,658	18
19		(26) Communications systems	122,228	13,369	0	475	0	135,122	19
20		(27) Signals and interlocker	118,410	10,737	0	1,796	0	127,351	20
21		(29) Power plants	1,740	85	0	0	0	1,825	21
22		(31) Power-transmissions systems	9,434	557	0	50	0	9,941	22
23		(35) Miscellaneous structures	4,828	377	0	1	0	5,204	23
24		(37) Roadway machines	88,954	14,880	0	7,885	0	95,949	24
25		(39) Public improvements-Construction	35,945	6,380	0	2,346	0	39,979	25
26		(44) Shop machinery*	24,281	2,413	0	1,156	0	25,538	26
27		(45) Power-plant machinery	6,626	368	0	0	0	6,994	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	0	0	0	0	0	29
30		TOTAL ROAD	2,628,891	258,185	0	80,209	0	2,806,867	30
31	*	(52) Locomotives	813,958	79,922	0	67,942	0	825,938	31
32	*	(53) Freight-train cars	1,117,062	86,639	0	95,756	0	1,107,945	32
33	*	(54) Passenger-train cars	0	0	0	0	0	0	33
34	*	(55) Highway revenue equipment	50,041	10,974	0	370	0	60,645	34
35	*	(56) Floating equipment	644	0	0	644	0	0	35
36	*	(57) Work equipment	52,697	3,159	0	7,707	0	48,149	36
37	*	(58) Miscellaneous equipment	69,903	12,721	0	18,499	0	64,125	37
38		(59) Computer systems and word processing equipment	139,574	45,375	0	32,105	0	152,844	38
39	*	Amortization Adjustments	57,936	0	0	0	0	57,936	39
40		TOTAL EQUIPMENT	2,301,815	238,790	0	223,023	0	2,317,582	40
41		GRAND TOTAL	4,930,706	496,975	0	303,232	0	5,124,449	41

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

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

339. ACCRUED LIABILITY – LEASED PROPERTY
(Dollars in Thousands)

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

Line No.	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)		
	ROADWAY							
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) Communications systems							19
20	(27) Signals and interlocker							20
21	(29) Power plants							21
22	(31) Power-transmissions 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	4,179	179	15			4,373	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 charges 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 charges 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)	No.
		At beginning of year (b)	At close of year (c)		
ROADWAY					
1	(3) Grading	39,819	42,603	1.00%	1
2	(4) Other, right-of-way expenditures	554	554	1.00%	2
3	(5) Tunnels and subways	0	1,590	0.74%	3
4	(6) Bridges, trestles, and culverts	26,626	33,136	1.02%	4
5	(7) Elevated structures	0	0	10.00%	5
6	(8) Ties	149,852	174,748	4.38%	6
7	(9) Rail and other track material	236,999	273,259	2.52%	7
8	(11) Ballast	80,027	92,104	2.50%	8
9	(13) Fences, snow sheds, and signs	171	171	1.11%	9
10	(16) Station and office buildings	16,933	18,700	2.64%	10
11	(17) Roadway buildings	217	282	2.78%	11
12	(18) Water stations	0	0	0.00%	12
13	(19) Fuel stations	317	916	3.55%	13
14	(20) Shops and enginehouses	4,718	7,483	2.00%	14
15	(22) Storage warehouses	0	0	2.50%	15
16	(23) Wharves and docks	0	0	0.00%	16
17	(24) Coal and ore wharves	129	129	2.45%	17
18	(25) TOFC/COFC terminals	6,268	8,319	3.13%	18
19	(26) Communications systems	3,289	4,129	3.80%	19
20	(27) Signals and interlocker	38,247	42,112	1.96%	20
21	(29) Power plants	17	17	3.23%	21
22	(31) Power-transmissions systems	832	1,370	2.50%	22
23	(35) Miscellaneous structures	1,738	1,738	3.13%	23
24	(37) Roadway machines	0	0	5.70%	24
25	(39) Public improvements-Construction	21,888	24,911	2.70%	25
26	(44) Shop machinery*	96	96	2.81%	26
27	(45) Power-plant machinery	43	43	2.50%	27
28	All other road accounts	0	0	0.00%	28
29	Amortization (Adjustments)	0	0	0.00%	29
30	TOTAL ROAD	628,780	728,410	2.71%	30
EQUIPMENT					
31	(52) Locomotives	0	362	3.73%	31
32	(53) Freight-train cars	0	3,397	4.24%	32
33	(54) Passenger-train cars	0	0	0.00%	33
34	(55) Highway revenue equipment	0	0	0.00%	34
35	(56) Floating equipment	0	0	0.00%	35
36	(57) Work equipment	0	130	2.32%	36
37	(58) Miscellaneous equipment	0	0	0.00%	37
38	(59) Computer systems and word processing equipment	0	0	0.00%	38
39	Amortization Adjustments	0	0	0.00%	39
40	TOTAL EQUIPMENT	0	3,889	3.10%	40
41	GRAND TOTAL	628,780	732,299	2.91%	41

*To be reported with equipment expenses 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 of 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 39. 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 39.
- 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)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROADWAY							
1		(3) Grading	8,538	491	0	2	0	9,027	1
2		(4) Other, right-of-way expenditures	34	7	0	0	0	41	2
3		(5) Tunnels and subways	0	11	0	0	0	11	3
4		(6) Bridges, trestles, and culverts	5,015	547	0	181	0	5,381	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	31,700	7,046	0	869	0	37,877	6
7		(9) Rail and other track material	56,335	7,467	0	1,820	4,246	57,736	7
8		(11) Ballast	14,924	2,527	0	925	0	16,526	8
9		(13) Fences, snow sheds, and signs	101	3	0	0	0	104	9
10		(16) Station and office buildings	3,405	568	0	0	0	3,973	10
11		(17) Roadway buildings	72	7	0	0	0	79	11
12		(18) Water stations	0	0	0	0	0	0	12
13		(19) Fuel stations	173	23	0	0	0	196	13
14		(20) Shops and enginehouses	1,995	118	0	0	0	2,113	14
15		(22) Storage warehouses	0	0	0	0	0	0	15
16		(23) Wharves and docks	2,174	0	0	2,174	0	0	16
17		(24) Coal and ore wharves	3	4	0	0	0	7	17
18		(25) TOFC/COFC terminals	1,121	326	0	0	0	1,447	18
19		(26) Communications systems	1,625	147	0	0	0	1,772	19
20		(27) Signals and interlocker	7,401	908	0	172	0	8,137	20
21		(29) Power plants	9	1	0	0	0	10	21
22		(31) Power-transmissions systems	353	28	0	0	0	381	22
23		(35) Miscellaneous structures	1,103	55	0	0	0	1,158	23
24		(37) Roadway machines	0	0	0	0	0	0	24
25		(39) Public improvements-Construction	2,584	711	0	104	0	3,191	25
26		(44) Shop machinery*	0	0	0	0	0	0	26
27		(45) Power-plant machinery	33	1	0	0	0	34	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	0	0	0	0	0	29
30		TOTAL ROAD	138,698	20,996	0	6,247	4,246	149,201	30
		EQUIPMENT							
31		(52) Locomotives	0	20	0	0	0	20	31
32		(53) Freight-train cars	0	198	0	0	0	198	32
33		(54) Passenger-train cars	0	0	0	0	0	0	33
34		(55) Highway revenue equipment	0	0	0	0	0	0	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment	0	7	0	0	0	7	36
37		(58) Miscellaneous equipment	0	0	0	0	0	0	37
38		(59) Computer systems and word processing equipment	0	0	0	0	0	0	38
39		Amortization Adjustments	0	0	0	0	0	0	39
40		TOTAL EQUIPMENT	0	225	0	0	0	225	40
41		GRAND TOTAL	138,698	21,221	0	6,247	4,246	149,426	41

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

NOTES AND REMARKS

SCHEDULE 342

Column (F) Other Debits

4,246

Net of salvage and cost-to-remove associated with the track replacement program on PRR leased lines, line 7 (rail).

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	No.
		At beginning of year (b)	At close of year (c)		
	ROADWAY				
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) Communications systems				19
20	(27) Signals and interlocker				20
21	(29) Power plants				21
22	(31) Power-transmissions 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

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 column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Disclosures 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.	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)		
	ROADWAY							
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) Communications systems							19
20	(27) Signals and interlocker							20
21	(29) Power plants							21
22	(31) Power-transmissions systems							22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines							24
25	(39) Public improvements-Construction							25
26	(44) Shop machinery*							26
27	(45) Power-plant machinery							27
28	All other road accounts							28
29	TOTAL ROAD							29
	EQUIPMENT							
30	(52) Locomotives							30
31	(53) Freight-train cars							31
32	(54) Passenger-train cars							32
33	(55) Highway revenue equipment							33
34	(56) Floating equipment							34
35	(57) Work equipment							35
36	(58) Miscellaneous equipment							36
37	(59) Computer systems and word processing equipment							37
38	TOTAL EQUIPMENT							38
39	GRAND TOTAL							39

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

Included in Schedule 335

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

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by respondent and used in respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property" and 732, "Improvements on Leased Property" of 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 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 respondent.
2. In column (a), classify each company in this schedule as: "R" for respondent, "L" for lessor railroad, "P" for inactive or proprietary company or "O" for other leased properties.
3. In column (a) to (e), inclusive, first show the data requested for 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 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, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 % 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) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Norfolk Southern Combined Railroad Subsidiaries	12,753	16,010,691	5,273,875	1
2						2
3	L	C & CI Railroad Company	2	0		3
4	L	Cincinnati Southern Railway	335	53,089		4
5	L	North Carolina Railroad	313	7,939	2,351	5
6	L	Pennsylvania Lines, LLC	5,100	4,115,181	925,888	6
7	L	Pittsburgh & West Virginia Railroad	121	49,837	20,518	7
8	L	P & WV Subleased to Wheeling & Lake Erie	(121)	(49,837)	(20,518)	8
9		SUB-TOTAL	5,750	4,176,209	928,239	9
10						10
11	O	Baltimore & Ohio Railroad		53		11
12	O	Carolina Aluminum company	11	674		12
13	O	Central Transfer & Storage		12		13
14	O	Chicago & Illinois Midland Railway Company	10	13		14
15	O	Georgia Railroad & Banking Company		2		15
16	O	United States Government	6	0		16
17		SUB-TOTAL	27	754	0	17
18						18
19		Less Lines Leased to or Operated by Others				19
20	R	Aberdeen Carolina Western	104	14,907		20
21	R	Adrienne Blissfield Railroad	2	246		21
22	R	BN Railroad	27	2,864		22
23	R	C & NC Railroad	22	2,477		23
24	R	C S X, Corp.	20	2,893		24
25	R	Carolina Coastal Railway	17	2,457		25

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

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
26	R	Central Railroad Company of Indianapolis	38	5,862		26
27	R	Chattanooga Chickamauga Railway	19	2,163		27
28	R	Chesapeake & Albemarle Railway	73	9,636		28
29	R	Commonwealth Railway Company	13	1,345		29
30	R	Eastern Shore Railroad	5	558		30
31	R	Georgia & Florida Railway Company	58	7,559		31
32	R	Georgia Southwestern Railway	50	5,497		32
33	R	Great Walton Railroad Company	27	3,453		33
34	R	Iowa Interstate	14	1,496		34
35	R	Lancaster and Chester Railway Company	30	4,152		35
36	R	Metra	33	3,540		36
37	R	Ogeechee Railway	57	7,778		37
38	R	R J Corman Co. - Western Ohio Line	16	1,754		38
39	R	Railtex	72	10,675		39
40	R	South Carolina Central Railroad	79	10,379		40
41	R	West Tennessee Railway Company	131	18,849		41
42	R	Yadkin Valley Railroad	93	8,776		42
43		SUB-TOTAL	1,000	129,316	0	43
44						44
45						45
46						46
47						47
48						48
49						49
50						50
51						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	17,530	20,058,338	6,202,114	75

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352B INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

- 1 In column (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 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.
3. Report on line 29 amounts representing capitalization or rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property of noncarriers or property of other carriers.
4. Report on line 30 amounts not included 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 Board for exceptions to prescribed accounting. Reference to such authority should be made when explaining amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Board.

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 purpose	204,436	56,127		1	1
2		(3) Grading	499,992	161,343		12	2
3		(4) Other, right-of-way expenditures	5,382	1,882			3
4		(5) Tunnels and subways	43,091	42,969			4
5		(6) Bridges, trestles, and culverts	779,237	195,120		71	5
6		(7) Elevated structures	37,843	1,310			6
7		(8) Ties	1,992,397	759,946		225	7
8		(9) Rail and other track material	2,934,737	1,527,145		337	8
9		(11) Ballast	855,325	548,089		97	9
10		(13) Fences, snow sheds, and signs	6,360	1,559			10
11		(16) Station and office buildings	425,118	98,614			11
12		(17) Roadway buildings	44,762	9,586			12
13		(18) Water stations	0	152			13
14		(19) Fuel stations	21,303	26,551			14
15		(20) Shops and enginehouses	192,030	72,986			15
16		(22) Storage warehouses	4,143	40			16
17		(23) Wharves and docks	0	110			17
18		(24) Coal and ore wharves	151,714	30,298			18
19		(25) TOFC/COFC terminals	293,047	107,286			19
20		(26) Communications systems	360,257	59,078		5	20
21		(27) Signals and interlocker	600,522	346,415		3	21
22		(29) Power plants	2,676	547			22
23		(31) Power-transmissions systems	23,720	6,213			23
24		(35) Miscellaneous structures	13,798	2,427			24
25		(37) Roadway machines	263,396	50,378			25
26		(39) Public improvements-Construction	288,714	28,636		3	26
27		(44) Shop machinery*	83,815	45,368			27
28		(45) Power-plant machinery	14,806	3,039			28
29		Leased property capitalized rentals (explain)	0	0			29
30		Other (specify and explain) Accts 1 & 77	0	3,999			30
31		TOTAL EXPENDITURES FOR ROAD	10,122,621	4,187,213	0	754	31
32		(52) Locomotives	2,153,445	0			32
33		(53) Freight-train cars	2,658,269	0			33
34		(54) Passenger-train cars	0	0			34
35		(55) Highway revenue equipment	125,393	0			35
36		(56) Floating equipment	0	0			36
37		(57) Work equipment	130,948	0			37
38		(58) Miscellaneous equipment	141,225	0			38
39		(59) Computer systems and word processing equip	263,483	0			39
40		TOTAL EQUIPMENT	5,472,763	0	0	0	40
41		(76) Interest during construction	0	3,077			41
42		(80) Other elements of investment	0	(14,098)			42
43		(90) Construction in progress	285,991	17			43
44		GRAND TOTAL	15,881,375	4,176,209	0	754	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410	Schedule 210	Schedule 410	Schedule 412
Line 620, column (h)	= Line 14, column (b)	Lines 136 through 138, column (f)	= Line 29, column (b)
Line 620, column (f)	= Line 14, column (d)	Lines 118 through 123, and 130 through 135, column (f)	= Line 29, column (c)
Line 620, column (g)	= Line 14, column (e)		
	Schedule 414		Schedule 415
Line 231, column (f)	= Line 19, columns (b) through (d)	Lines 207, 208, 211, 212, column (f)	= Lines 5, 38, column (f)
Line 230, column (f)	= Line 19, columns (e) through (g)	Lines 226, 227, column (f)	= Lines 24, 39, column (f)
	Schedule 417	Lines 311, 312, 315, 316, column (f)	= Lines 32, 35, 36, 37, 40, 41, column (f)
Line 507, column (f)	= Line 1, column (f)		And
Line 508, column (f)	= Line 2, column (f)		Schedule 414
Line 509, column (f)	= Line 3, column (f)		Minus line 24, columns (b) through (d)
Line 510, column (f)	= Line 4, column (f)		plus line 24, columns (e) through (g)
Line 511, column (f)	= Line 5, column (f)		Schedule 415
Line 512, column (f)	= Line 6, column (f)		= Lines 5, 38, columns (c) and (d)
Line 513, column (f)	= Line 7, column (f)		= Lines 24, 39, columns (c) and (d)
Line 514, column (f)	= Line 8, column (f)	Line 213, column (f)	= Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Line 515, column (f)	= Line 9, column (f)	Line 232, column (f)	
Line 516, column (f)	= Line 10, column (f)	Line 317, column (f)	
Line 517, column (f)	= Line 11, column (f)		
		Line 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 through 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)

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	996	741	977	1,659	4,373		4,373	1
2		Bridge and Building	105	167	377	453	1,102		1,102	2
3		Signal	207	204	591	384	1,386		1,386	3
4		Communication		77	8,352	456	8,885		8,885	4
5		Other	1,540	25	2	2	1,569		1,569	5
		TOTAL ADMINISTRATION	2,848	1,214	10,299	2,954	17,315		17,315	
6		REPAIR AND MAINTENANCE:								
		Roadway - Running	18,706	624	11,539	1	30,870		30,870	6
7		Roadway - Switching	1,504	17	360		1,881		1,881	7
8		Tunnels and Subways - Running	4	3	141		148		148	8
9		Tunnels and Subways - Switching								9
10		Bridges and Culverts - Running	14,602	895	2,970	2,430	20,897		20,897	10
11		Bridges and Culverts - Switching	798	61	102	144	1,105		1,105	11
12		Ties - Running	4,461	1,282	5		5,748		5,748	12
13		Ties - Switching	248	273			521		521	13
14		Rail and Other Track Material - Running	44,358	5,773	12,980	8,107	71,218		71,218	14
15		Rail and Other Track Material - Switching	3,550	421	971	490	5,432		5,432	15
16		Ballast - Running	4,795	378	1,564	9	6,746		6,746	16
17		Ballast - Switching	364	58	125		547		547	17
18		Road Property Damaged - Running	2,391	3,022	1,045	47	6,505		6,505	18
19		Road Property Damaged - Switching								19
20		Road Property Damaged - Other	20	2	1	1	24		24	20
21		Signals and Interlockers - Running	17,420	6,964	(4,107)	1,306	21,583		21,583	21
22		Signals and Interlockers - Switching	980	118	3	35	1,136		1,136	22
23		Communications Systems	6,042	2,355	17,247	113	25,757		25,757	23
24		Power Systems	630	152	74		856		856	24
25		Highway Grade Crossings- Running	(979)	1,287	1,502	543	2,353		2,353	25
26		Highway Grade Crossings- Switching		31	67		98		98	26
27		Station and Office Buildings	2,162	670	4,931	(430)	7,333		7,333	27
28		Shop Buildings - Locomotives	2,670	1,588	1,867	1	6,126		6,126	28
29		Shop Buildings - Freight Cars	609	855	1,772		3,236	N/A	3,236	29
30		Shop Buildings - Other Equipment	(7)	7	8		8		8	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.	
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)				
101		REPAIR AND MAINTENANCE - Continued: Locomotive Servicing Facilities	1	1	29		31			31	101
102		Miscellaneous Buildings and Structures	747	135	628	4	1,514			1,514	102
103		Coal Terminals	1,551	1,196	1,134	1	3,882	N/A	N/A	3,882	103
104		Ore Terminals						N/A	N/A		104
105		Other Marine Terminals						N/A	N/A		105
106		TOFC/COFC Terminals	80	3,488	4,188		7,756	N/A	N/A	7,756	106
107		Motor Vehicle Loading and Distribution Facilities			752		752	N/A	N/A	752	107
108		Facilities for Other Specialized Service Operations	51	470	553	29	1,103	N/A	N/A	1,103	108
109		Roadway Machines	7,764	8,651	1,639	264	18,318			18,318	109
110		Small Tools and Supplies	2	18,811	1,154		19,967			19,967	110
111		Snow Removal	839	588	112	1	1,540			1,540	111
112		Fringe Benefits - Running	N/A	N/A	N/A	34,513	34,513			34,513	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	2,688	2,688			2,688	113
114		Fringe Benefits - Other	N/A	N/A	N/A	30,446	30,446			30,446	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	16,285	16,285			16,285	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	835	835			835	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	7,887	7,887			7,887	117
118	*	Lease Rentals - Debit- Running	N/A	N/A	158,751	N/A	158,751			158,751	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	185,001	N/A	185,001			185,001	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	31,601	N/A	31,601			31,601	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	(6,606)	N/A	(6,606)			(6,606)	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	14,179	N/A	14,179			14,179	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	1,527	N/A	1,527			1,527	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	538	N/A	538			538	126
127	*	Joint Facility Rent - (Credit) - Running	N/A	N/A	(7,494)	N/A	(7,494)			(7,494)	127
128	*	Joint Facility Rent - (Credit) - Switching	N/A	N/A	(1,670)	N/A	(1,670)			(1,670)	128
129	*	Joint Facility Rent - (Credit) - Other	N/A	N/A	(136)	N/A	(136)			(136)	129
130	*	Other Rents - Debit -Running	N/A	N/A	949	N/A	949			949	130
131	*	Other Rents - Debit -Switching	N/A	N/A		N/A					131
132	*	Other Rents - Debit -Other	N/A	N/A	1,118	N/A	1,118			1,118	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

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

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued:								
136	*	Depreciation - Running	N/A	N/A	N/A	169,582	169,582		169,582	136
137	*	Depreciation - Switching	N/A	N/A	N/A	13,384	13,384		13,384	137
138	*	Depreciation - Other	N/A	N/A	N/A	89,624	89,624		89,624	138
139		Joint Facility - Debit - Running	N/A	N/A	28,584	N/A	28,584		28,584	139
140		Joint Facility - Debit - Switching	N/A	N/A	3,410	N/A	3,410		3,410	140
141		Joint Facility - Debit - Other	N/A	N/A	153	N/A	153		153	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(21,086)	N/A	(21,086)		(21,086)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(3,940)	N/A	(3,940)		(3,940)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(250)	N/A	(250)		(250)	144
145		Dismantling Retired Road Property - Running	2				2		2	145
146		Dismantling Retired Road Property - Switching								146
147		Dismantling Retired Road Property - Other								147
148		Other - Running	2,640	25	1,615	4,435	8,715		8,715	148
149		Other - Switching		6	54		60		60	149
150		Other - Other	(135)	(6)	33	150	42		42	150
		TOTAL REPAIR AND MAINTENANCE	138,870	60,201	451,687	382,925	1,033,683		1,033,683	
151		TOTAL WAY AND STRUCTURES	141,718	61,415	461,986	385,879	1,050,998		1,050,998	151
		EQUIPMENT:								
		LOCOMOTIVES:								
201		Administration	5,394	95	1,003	1,884	8,376		8,376	201
202	*	Repair and Maintenance	64,853	95,063	5,144	32	165,092		165,092	202
203	*	Machinery Repair	2,729	1,936	580	1	5,246		5,246	203
204		Equipment Damaged	284	181	338		803		803	204
205		-Fringe Benefits	N/A	N/A	-N/A	29,250	29,250		29,250	205
206		Other Casualties and Insurance	N/A	N/A	N/A	12,122	12,122		12,122	206
207	*	Lease Rentals - Debit	N/A	N/A	90,767	N/A	90,767		90,767	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(6,600)	N/A	(6,600)		(6,600)	208
209		Joint Facility Rent - Debit	N/A	N/A	27	N/A	27		27	209
210	*	Joint Facility Rent - (Credit)	N/A	N/A		N/A				210
211	*	Other Rents - Debit	N/A	N/A	189	N/A	189		189	211
212	*	Other Rents - (Credit)	N/A	N/A	(39)	N/A	(39)		(39)	212
213	*	Depreciation	N/A	N/A	N/A	80,618	80,618		80,618	213
214		Joint Facility - Debit	N/A	N/A	67	N/A	67		67	214
215		Joint Facility - (Credit)	N/A	N/A	(91)	N/A	(91)		(91)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	(4,948)	N/A	(4,948)		(4,948)	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:								
		Other	4,613	9			4,622		4,622	218
219		TOTAL LOCOMOTIVES	77,873	97,284	86,437	123,907	385,501		385,501	219
		FREIGHT CARS:								
220		Administration	2,624	797	1,683	1,586	6,690	N/A	6,690	220
221	*	Repair and Maintenance	31,038	24,530	51,084	(111)	106,541	N/A	106,541	221
222	*	Machinery Repair	1,720	942	1,069		3,731	N/A	3,731	222
223		Equipment Damaged	2,555	1,462			4,017	N/A	4,017	223
224		Fringe Benefits	N/A	N/A	N/A	6,148	6,148	N/A	6,148	224
225		Other Casualties and Insurance	N/A	N/A	N/A	11,050	11,050	N/A	11,050	225
226	*	Lease Rentals - Debit	N/A	N/A	120,569	N/A	120,569	N/A	120,569	226
227	*	Lease Rentals - (Credit)	N/A	N/A	(9,487)	N/A	(9,487)	N/A	(9,487)	227
228		Joint Facility Rent - Debit	N/A	N/A	(20)	N/A	(20)	N/A	(20)	228
229	*	Joint Facility Rent - (Credit)	N/A	N/A		N/A		N/A		229
230	*	Other Rents - Debit	N/A	N/A	547,514	N/A	547,514	N/A	547,514	230
231	*	Other Rents - (Credit)	N/A	N/A	(231,188)	N/A	(231,188)	N/A	(231,188)	231
232	*	Depreciation	N/A	N/A		87,055	87,055	N/A	87,055	232
233		Joint Facility - Debit	N/A	N/A	42	N/A	42	N/A	42	233
234		Joint Facility - (Credit)	N/A	N/A	(15)	N/A	(15)	N/A	(15)	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(38,091)	N/A	(38,091)	N/A	(38,091)	235
236		Dismantling Retired Property						N/A		236
237		Other	6,514			158	6,672	N/A	6,672	237
238		TOTAL FREIGHT CARS	44,451	27,731	443,160	105,886	621,228	N/A	621,228	238
301		OTHER EQUIPMENT:								
		Administration		313	242	1,126	1,681		1,681	301
		Repair and Maintenance:								
302	*	Trucks, Trailers and Containers - Revenue Service		910	39,100		40,010	N/A	40,010	302
303	*	Floating Equipment - Revenue Service			8		8	N/A	8	303
304	*	Passenger and Other Revenue Equipment								304
305	*	Computer Systems and Word Processing Equipment		234	29,020	2	29,256		29,256	305
306	*	Machinery	229	302	48		579		579	306
307	*	Work and Other Non-Revenue Equipment	1,163	4,053	10,241	(5,015)	10,442		10,442	307
308		Machinery								308
309		Fringe Benefits	N/A	N/A	N/A	1,375	1,375		1,375	309
310		Other Casualties and Insurance	N/A	N/A	N/A	547	547		547	310
311	*	Lease Rentals - Debit	N/A	N/A	37,932	N/A	37,932		37,932	311

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)					
		OTHER EQUIPMENT - Continued:									
312	*	Lease Rentals - (Credit)	N/A	N/A	(72)	N/A	(72)			(72)	312
313		Joint Facility Rent - Debit	N/A	N/A	10	N/A	10			10	313
314	*	Joint Facility Rent - (Credit)	N/A	N/A	(65)	N/A	(65)			(65)	314
315	*	Other Rents - Debit	N/A	N/A	48,279	N/A	48,279			48,279	315
316	*	Other Rents - (Credit)	N/A	N/A	(14,154)	N/A	(14,154)			(14,154)	316
317	*	Depreciation	N/A	N/A	N/A	73,755	73,755			73,755	317
318		Joint Facility - Debit	N/A	N/A	63	N/A	63			63	318
319		Joint Facility - (Credit)	N/A	N/A	(12)	N/A	(12)			(12)	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	(7,457)	N/A	(7,457)			(7,457)	320
321		Dismantling Retired Property									321
322		Other			3	9	12			12	322
323		TOTAL OTHER EQUIPMENT	1,392	5,812	143,186	71,799	222,189			222,189	323
324		TOTAL EQUIPMENT	123,716	130,827	672,783	301,592	1,228,918			1,228,918	324
		TRANSPORTATION:									
		TRAIN OPERATIONS:									
401		Administration	7,966	2,545	13,122	4,667	28,300			28,300	401
402		Engine Crews	230,195	58	12,932	8,417	251,602			251,602	402
403		Train Crews	228,517	1,370	13,548	8,732	252,167			252,167	403
404		Dispatching Trains	32,997	11	2	46	33,056			33,056	404
405		Operating Signals and Interlockers	21,669	167	2,838	250	24,924			24,924	405
406		Operating Drawbridges	4,862			28	4,890			4,890	406
407		Highway Crossing Protection	89	40	4,461		4,590			4,590	407
408		Train Inspection and Lubrication	51,566	219			51,785			51,785	408
409	*	Locomotive Fuel		380,969	25		380,994			380,994	409
410		Electric Power Purchased or Produced for Motive Power									410
411		Servicing Locomotives	13,580	10,149	4,241	2	27,972			27,972	411
412		Freight Lost or Damaged - Solely Related		N/A	N/A						412
413		Clearing Wrecks	288	53	6,139	45	6,525			6,525	413
414		Fringe Benefits		N/A	N/A	148,043	148,043			148,043	414
415		Other Casualties and Insurance	N/A	N/A	N/A	47,604	47,604			47,604	415
416		Joint Facility - Debit	N/A	N/A	928	N/A	928			928	416
417		Joint Facility - (Credit)	N/A	N/A	(1,045)	N/A	(1,045)			(1,045)	417
418		Other	15,587	4,441	66,817	36	86,881			86,881	418
419		TOTAL TRAIN OPERATIONS	607,316	400,022	124,008	217,870	1,349,216			1,349,216	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)			
420		YARD OPERATIONS:								
421		Administration	739	434	1,006	780	2,959		2,959	420
422		Switch Crews	168,597	705	11,095	338	180,735		180,735	421
423		Controlling Operations	27,318		5		27,323		27,323	422
424		Yard and Terminal Clerical	15,666	3,991	6,289	495	26,441		26,441	423
425	*	Operating Switches, Signals, Retarders and Humps		749	30		779		779	424
426		Locomotive Fuel		30,596			30,596		30,596	425
427		Electric Power Purchased or Produced for Motive Power								426
428		Servicing Locomotives	707				707		707	427
429		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					428
430		Clearing Wrecks	44		1		45		45	429
431		Fringe Benefits		N/A	N/A	74,351	74,351		74,351	430
432		Other Casualties and Insurance		N/A	N/A	16,413	16,413		16,413	431
433		Joint Facility - Debit	N/A	N/A	4,712	N/A	4,712		4,712	432
434		Joint Facility - (Credit)	N/A	N/A	(1,973)	N/A	(1,973)		(1,973)	433
435		Other			722	3	725		725	434
		TOTAL YARD OPERATIONS	213,071	36,475	21,887	92,380	363,813		363,813	435
501		TRAIN AND YARD OPERATIONS COMMON:								
502		Cleaning Car Interiors	304	1	1,099	N/A	1,404		1,404	501
503		Adjusting and Transferring Loads	101	1	183	N/A	285		285	502
504		Car Loading Devices and Grain Doors	1			N/A	1		1	503
505		Freight Lost or Damaged - All Other	N/A	N/A	N/A	20,924	20,924		20,924	504
506		Fringe Benefits	N/A	N/A	N/A	126	126		126	505
		TOTAL TRAIN AND YARD OPERATIONS COMMON	406	2	1,282	21,050	22,740		22,740	506
507	*	SPECIALIZED SERVICES OPERATIONS:								
508	*	Administration	20,043	938	6,670	2,030	29,681		29,681	507
509	*	Pickup and Delivery and Marine Line Haul	3,728	4	137,468	141	141,341		141,341	508
510	*	Loading and Unloading and Local Marine	5,375	3,205	167,074	290	175,944		175,944	509
511	*	Protective Services	3	158	418		579		579	510
512	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					511
513	*	Fringe Benefits	N/A	N/A	N/A	12,113	12,113		12,113	512
514	*	Casualties and Insurance	N/A	N/A	N/A	3,484	3,484		3,484	513
515	*	Joint Facility - Debit	N/A	N/A	1,356	N/A	1,356		1,356	514
516	*	Joint Facility - (Credit)	N/A	N/A	(5)	N/A	(5)		(5)	515
517	*	Other								516
		TOTAL SPECIALIZED SERVICES OPERATIONS	29,149	4,305	312,981	18,058	364,493		364,493	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	FREIGHT					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
ADMINISTRATIVE SUPPORT OPERATIONS:										
518		Administration	40	126	314	807	1,287		1,287	518
519		Employees Performing Clerical and Accounting Functions	36,235	564	1,732	74	38,605		38,605	519
520		Communications Systems Operation	3,500			8	3,508		3,508	520
521		Loss and Damage Claims Processing	84	98	1,964	38	2,184		2,184	521
522		Fringe Benefits	N/A	N/A	N/A	15,162	15,162		15,162	522
523		Casualties and Insurance	N/A	N/A	N/A	3,327	3,327		3,327	523
524		Joint Facility - Debit	N/A	N/A	28	N/A	28		28	524
525		Joint Facility - (Credit)	N/A	N/A		N/A				525
526		Other			1		1		1	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	39,859	788	4,039	19,416	64,102		64,102	527
528		TOTAL TRANSPORTATION	889,801	441,592	464,197	368,774	2,164,364		2,164,364	528
GENERAL AND ADMINISTRATIVE:										
601		Officers - General Administration		742	3,187	602	4,531		4,531	601
602		Accounting, Auditing and Finance	5,063	344	4,467	281	10,155		10,155	602
603		Management Services and Data Processing	1,032	607	29,182	702	31,523		31,523	603
604		Marketing	260	262	7,435	2,658	10,615		10,615	604
605		Sales		89	232	254	575		575	605
606		Industrial Development	105	92	724	5	926	N/A	926	606
607		Personnel and Labor Relations	7,088	190	5,918	2,276	15,472		15,472	607
608		Legal and Secretarial		344	36,612	4,020	40,976		40,976	608
609		Public Relations and Advertising		281	1,044	1,018	2,343		2,343	609
610		Research and Development								610
611		Fringe Benefits		N/A	N/A	25,020	25,020		25,020	611
612		Casualties and Insurance	N/A	N/A	- N/A	4,541	4,541		4,541	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	8,175	8,175		8,175	613
614		Property Taxes	N/A	N/A	N/A	98,127	98,127		98,127	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	31,796	31,796		31,796	615
616		Joint Facility - Debit	N/A	N/A	828	N/A	828		828	616
617		Joint Facility - (Credit)	N/A	N/A	(198)	N/A	(198)		(198)	617
618		Other	4,352	478	497,816	100,555	603,201		603,201	618
619		TOTAL GENERAL AND ADMINISTRATIVE	17,900	3,429	587,247	280,030	888,606		888,606	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,173,135	637,263	2,186,213	1,336,275	5,332,886		5,332,886	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 purpose	N/A	N/A		1
2		3	Grading	5,072	6,900		2
3		4	Other, right-of-way expenditures	100	136		3
4		5	Tunnels and subways	313	426		4
5		6	Bridges, trestles, and culverts	7,978	10,853		5
6		7	Elevated structures	3,830	5,210		6
7		8	Ties	84,638	115,137		7
8		9	Rail and other track material	75,002	102,028		8
9		11	Ballast	21,380	29,084		9
10		13	Fences, snow sheds, and signs	74	101		10
11		16	Station and office buildings	12,620	17,167		11
12		17	Roadway buildings	1,268	1,725		12
13		18	Water stations	2	3		13
14		19	Fuel stations	706	960		14
15		20	Shops and enginehouses	3,695	5,026		15
16		22	Storage warehouses	106	144		16
17		23	Wharves and docks	0	0		17
18		24	Coal and ore wharves	3,659	4,977		18
19		25	TOFC/COFC terminals	7,871	10,707		19
20		26	Communications systems	13,516	18,386		20
21		27	Signals and interlocker	11,649	15,847		21
22		29	Power plants	99	135		22
23		31	Power-transmissions systems	586	797		23
24		35	Miscellaneous structures	433	589		24
25		37	Roadway machines	10,524	14,316		25
26		39	Public improvements-Construction	7,100	9,658		26
27		45	Power plant machines	369	502		27
28			Other lease/rentals	0	0		28
29	*		Total	272,590	370,814		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 with the carrier's own railroad markings.)
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board 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.

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		10	(267)	12,357	658	2,941	2
3		Box-Equipped		12,170	46,865	124	19,615	78,705	3
4		Gondola-Plain		1,335	3,245	264	1,005	3,346	4
5		Gondola-Equipped		5,961	23,693	28	4,355	17,899	5
6		Hopper-Covered		1,673	10,190	17,718	6,914	30,040	6
7		Hopper-Open Top-General Service		1,091	6,467	6	1,045	3,671	7
8		Hopper-Open Top-Special Service		98	1,160	2	286	1,440	8
9		Refrigerator-Mechanical				4	974	2,749	9
10		Refrigerator-Non-Mechanical		270	894	9	1,521	5,558	10
11		Flat-TOFC/COFC		1,087	5,334	52,897	5,366	20,740	11
12		Flat-Multi-Level		3,354	39,134	72,181	2,097	37,106	12
13		Flat-General Service		68	309	375	143	461	13
14		Flat-Other		430	2,367	14,079	4,644	18,183	14
15		Tank-Under 22,000 Gallons				25,921			15
16		Tank-22,000 Gallons and Over				20,813			16
17		All Other Freight Cars		47	1,347	1	86	437	17
18		Auto Racks			62,856			58,750	18
19		TOTAL FREIGHT TRAIN CARS		27,594	203,594	216,779	48,709	282,026	19
OTHER FREIGHT CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			3,645	20,101		10,864	21
22		Refrigerated Containers							22
23		Other Containers			10,506	11,168		6,036	23
24	*	TOTAL TRAILERS AND CONTAINERS			14,151	31,269		16,900	24
25		GRAND TOTAL (LINES 19 AND 24)		27,594	217,745	248,048	48,709	286,926	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to 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, and 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, and 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), and work and other non-revenue equipment (line 41), compared to Schedule 410, the sum of lines 302 through 307, 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 expenses 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 in columns (c) and (d) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
 - (b) Freight cars, lines 24 and 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, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not 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 rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.
Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h) of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE -- EQUIPMENT

(Dollars in Thousands)

See also schedule 415 (supplement) on pages 57A and B.

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	13,528	3,044			1
2		Diesel Locomotive - Road	151,564	76,878			2
3		Other Locomotive - Yard					3
4		Other Locomotive - Road					4
5	*	TOTAL	165,092	79,922			5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 Foot					6
7		Box - Plain 50 Foot and Longer	(148)	52			7
8		Box - Equipped	20,542	16,470			8
9		Gondola - Plain	8,581	16,530			9
10		Gondola - Equipped	10,922	7,035			10
11		Hopper - Covered	10,960	6,585	11		11
12		Hopper - Open Top - General Service	8,635	13,976			12
13		Hopper - Open Top - Special Service	1,813	3,318			13
14		Refrigerator - Mechanical	(33)				14
15		Refrigerator - Nonmechanical	674	199			15
16		Flat TOFC/COFC	1,486	362			16
17		Flat Multi - level	1,482	2,245			17
18		Flat - General Service	113	110			18
19		Flat - Other	1,521	1,716			19
20		All Other Freight Cars	1,499	1,807			20
21		Cabooses	93	177			21
22		Auto Racks	310	14,354			22
23		Miscellaneous Accessories (see note 4)		1,692			23
24	*	TOTAL FREIGHT TRAIN CARS	68,450	86,628	11		24
		OTHER EQUIPMENT - REVENUE					
25		FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers					25
26		Other Trailers	10,787	10,939			26
27		Refrigerated Containers					27
28		Other Containers	9,366				28
29		Bogies					29
30		Chassis	19,857	35			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	40,010	10,974			32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line - Haul	8				33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	8				35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems & word processing equip.	29,256	45,375			37
38	*	Machinery - Locomotives (see note 1)	5,246	676			38
39	*	Machinery - Freight Cars (see note 2)	3,731	218			39
40	*	Machinery - Other Equipment (see note 3)	579	1,519			40
41	*	Work & Other Non - revenue Equipment	10,442	15,880			41
42		TOTAL OTHER EQUIPMENT	49,254	63,668			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	322,814	241,192	11		43

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

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

Note 3 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.

Note 4 End of train devices and miscellaneous spare parts previously reported in lines 20 and 22, respectively.

415. SUPPORTING SCHEDULE – EQUIPMENT

(Dollars in Thousands)

See also schedule 415 (supplement) on pages 57A and B.

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owred (g)	Capitalized lease (h)	Owred (i)	Capitalized lease (j)	
1		2,933	63,750		42,070		1
2		75,535	2,089,333		783,868		2
3							3
4							4
5		78,468	2,153,083		825,938		5
6							6
7			1,764		26,041		7
8		17,814	554,125		250,302		8
9		9,877	488,986		157,830		9
10		32,903	309,121		116,214		10
11		10,314	284,934	66	155,352		11
12		15,022	407,810		186,394		12
13		1,576	119,960		42,386		13
14							14
15		683	4,979		1,406		15
16		(3,129)	15,279		11,585		16
17		6,630	54,375		36,594		17
18		29	4,809		2,783		18
19		419	71,960		23,595		19
20			51,958		7,236		20
21			5,807		3,455		21
22		17,306	266,013		80,508		22
23		1,107	12,926		6,253		23
24		110,551	2,654,806	66	1,107,934		11
25							25
26		23,868	124,844		60,197		26
27							27
28		1,201					28
29							29
30			549		448		30
31							31
32		25,069	125,393		60,645		32
33							33
34							34
35							35
36							36
37		2,013	263,483		152,844		37
38			23,481		7,154		38
39			7,607		2,318		39
40			52,727		16,066		40
41		10,865	272,043		112,274		41
42		12,878	619,341		290,656		42
43		226,966	5,552,623	66	2,285,173		11

Note 1 Data reported on lines 38, 39 and 40 in columns (g) and (h) are the investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment. and Other Equipment.

Note 2 Depreciation reported on lines 38, 39 and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

** SUPPLEMENT **

415. SUPPORTING SCHEDULE -- IMPROVEMENTS TO EQUIPMENT LEASED FROM OTHERS
(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		3			1
2		Diesel Locomotive - Road		17			2
3		Other Locomotive - Yard					3
4		Other Locomotive - Road					4
5	*	TOTAL		20			5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 Foot					6
7		Box - Plain 50 Foot and Longer					7
8		Box - Equipped					8
9		Gondola - Plain					9
10		Gondola - Equipped		198			10
11		Hopper - Covered					11
12		Hopper - Open Top - General Service					12
13		Hopper - Open Top - Special Service					13
14		Refrigerator - Mechanical					14
15		Refrigerator - Nonmechanical					15
16		Flat TOFC/COFC					16
17		Flat Multi - level					17
18		Flat - General Service					18
19		Flat - Other					19
20		All Other Freight Cars					20
21		Cabooses					21
22		Auto Racks					22
23		Miscellaneous Accessories (see note 4)					23
24	*	TOTAL FREIGHT TRAIN CARS		198			24
		OTHER EQUIPMENT - REVENUE					
25		FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers					25
26		Other Trailers					26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT					32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line - Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems & word processing equip.					37
38	*	Machinery - Locomotives (see note 1)					38
39	*	Machinery - Freight Cars (see note 2)					39
40	*	Machinery - Other Equipment (see note 3)					40
41	*	Work & Other Non - revenue Equipment		7			41
42		TOTAL OTHER EQUIPMENT		7			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)		225			43

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

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

Note 3 Data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 308, reduced by the allocable portion of line 320.

Note 4 End of train devices and miscellaneous spare parts previously reported in lines 20 and 22, respectively.

** "Owned" refers only to ownership of the leasehold improvement.

** SUPPLEMENT **

415. SUPPORTING SCHEDULE – IMPROVEMENTS TO EQUIPMENT LEASED FROM OTHERS
(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		1,577	54		3		1
2		4,272	308		17		2
3							3
4							4
5		5,849	362		20		5
6							6
7							7
8							8
9							9
10		531	3,397		198		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		531	3,397		198		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		20	130		7		41
42		20	130		7		42
43		6,400	3,889		225		43

Note 1 Data reported on lines 38, 39 and 40 in columns (g) and (h) are the investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment, and Other Equipment.

Note 2 Depreciation reported on lines 38, 39 and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

** "Owned" refers only to ownership of the leasehold improvement.

416. SUPPORTING SCHEDULE -- ROAD (Dollars in Thousands)														
Line No.	Density category (Class) (a)	Account No. (b)	Owned and used		Depr. rate % (e)	Improvements to leased property			Capitalized leases			TOTAL		Line No.
			Inv Base (c)	Accum depr. (d)		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	221,520	72,474	1.00%							221,520	72,474	1
2		8	885,085	314,215	4.38%							885,085	314,215	2
3		9	1,298,830	342,707	2.80%							1,298,830	342,707	3
4		11	381,222	80,511	2.50%							381,222	80,511	4
5	SUB-TOTAL		2,786,657	809,907								2,786,657	809,907	5
6	II	3	162,730	53,239	1.00%							162,730	53,239	6
7		8	650,188	230,824	4.38%							650,188	230,824	7
8		9	954,127	251,753	1.65%							954,127	251,753	8
9		11	280,048	59,144	2.50%							280,048	59,144	9
10	SUB-TOTAL		2,047,093	594,960								2,047,093	594,960	10
11	III	3	21,814	N/A	N/A		N/A	N/A		N/A	N/A	21,814		11
12		8	40,486	N/A	N/A		N/A	N/A		N/A	N/A	40,486		12
13		9	39,019	N/A	N/A		N/A	N/A		N/A	N/A	39,019		13
14		11	14,149	N/A	N/A		N/A	N/A		N/A	N/A	14,149		14
15	SUB-TOTAL		115,468				N/A	N/A		N/A	N/A	115,468	0	15
16	IV	3	115,874	37,910	1.00%							115,874	37,910	16
17		8	462,977	164,362	4.38%							462,977	164,362	17
18		9	679,401	179,265	2.31%							679,401	179,265	18
19		11	199,412	42,114	2.50%							199,412	42,114	19
20	SUB-TOTAL		1,457,664	423,651								1,457,664	423,651	20
21	V	3												21
22		8												22
23		9												23
24		11												24
25	SUB-TOTAL		0	0								0	0	25
26	GRAND TOTAL		6,406,882	1,828,518	N/A			N/A				6,406,882	1,828,518	26

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

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

(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.

NOTES AND REMARKS

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

[illegible]

418. SUPPORTING SCHEDULE--CAPITAL LEASES

(Dollars in thousands)

Schedule 418

Instructions:

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.

[illegible]

NOTES AND REMARKS

450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of tax	Amount	Line No.
1		Other than U.S. Government Taxes	155,204	1
		U. S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	110,485	2
3		Excess Profits	0	3
4	*	Total - Income Taxes L 2 + 3	110,485	4
5		Railroad Retirement	336,448	5
6		Hospital Insurance	23,599	6
7		Supplemental Annuities	13,787	7
8		Unemployment Insurance	8,394	8
9		All Other United States Taxes	0	9
10		Total - U. S. Government Taxes	492,713	10
11		Total - Railway Taxes	647,917	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.	2,990,941	32,048		3,022,989	1
2	Accelerated Amortization of Facilities, Sec. 168 I.R.C.	4,999	(187)		4,812	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	35,697	(1,062)		34,635	3
4	Amortization of rights of way, Sec. 185 I. R. C.	32,498	437		32,935	4
5	Other (Specify) -- Tax Benefit Transfer Leases	22,702	3,552	(1,373)	24,881	5
6	Reserves, including casualty & other claims	(156,030)	(226)		(156,256)	6
7	Employee Benefits	(103,133)	45,906		(57,227)	7
8	Retiree Health & Death Benefit Obligations	(136,673)	1,422		(135,251)	8
9	Taxes, including State and Property	(180,172)	(21,985)		(202,157)	9
10	Miscellaneous	42,763	8,871	(6,227)	45,407	10
11	Unrealized Holding Gains	95,051		38,472	133,523	11
12	Deferred Intercompany Federal Tax Payable, Net	782,258		51,084	833,342	12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	3,430,901	68,776	81,956	3,581,633	19

Railroad Annual Report R-1 Adjustments in column (d) represent adjustments for FAS 87, FAS 115 and deferred intercompany payable.

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	N/A
(3) Balance of current year's credit used to reduce current year's tax accrual	N/A
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	N/A
(5) Total decrease in current year's tax accrual resulting from use of investment tax credit	N/A
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made	None

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.	Item	Debits	Credits	Line No.
	(a)	(b)	(c)	(d)	
1					1
2	519	Growth in cash surrender value of corporate owned life insurance		78,528	2
3					3
4	519	Proceeds from corporate owned life insurance		14,375	4
5					5
6	519	Gain on the disposition of property		13,356	6
7					7
8	551 *	Discount on sale of receivables		314,093	8
9					9
10	551 *	Charitable contributions		3,933	10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

* No other single item for Account 551 exceeds either \$1 million or 1% of the total value for this account.

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	(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	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	(a) Jointly and Severally with BN, CSX Transp., ICG, MKT, MP and SSW				20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

1 Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.

2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.

3. Compensating balance arrangements need only be disclosed for the latest fiscal year.

4. *Compensating balances included in Account 703, Special Deposits, and in Account 717, Other Funds, should also be separately disclosed below.*

5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written and oral agreement balances amount to 15 percent or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).

6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed along with stated and possible sanctions whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

NOTES AND REMARKS

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

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

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of Year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	104,918
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	34,548
4	766	Equipment Obligations	Sch. 200, L. 42	506,166
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	283,677
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	26,142
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,614)
9		Total Debt	Sum L. 1-8	953,837
10		Debt Directly Related to Road Property	Note 1.	34,642
11		Debt Directly Related to Equipment	Note 1.	897,185
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and 11	931,827
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	3.72%
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	96.28%
15		Debt Not Directly Related to Road or Equipment	L. 9 - L. 12	22,010
16		Road Property Debt (Note 2)	(L. 13 x L. 15) + L. 10	35,461
17		Equipment Debt (Note 2)	(L. 14 x L. 15) + L. 11	918,376

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	137,339
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	1
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	137,338
22		Interest Directly Related to Road Property Debt	Note 4	1,352
23		Interest Directly Related to Equipment Debt	Note 4	49,793
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	86,193 *
25		Interest Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	4,558
26		Interest Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	132,780
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	12.85%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	14.46%

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 10 and 11, respectively.

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

*Net of capitalized interest \$(16,965). Amount on line 24 is "Other Interest expense" and does not relate to conventional debt as reported on line 9.

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners, or their wives or other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing, or other types 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 during 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 this Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished to 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 the nature of the relationship or control between the respondent and the company or person identified in column (a) as follows:

- (a) If respondent directly controls the 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 provide a 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 the total for the affiliate. When services are both provided and received between respondent and an affiliate they should be listed separately and the amounts shown separately in column (e).

5. In column (d), report the dollar amounts of transactions 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) for paid or (R) for received by the amount in column (e).

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (000's) * (d)	Amount due from or to related parties (e)	Line No.
1							1
2	If NS Rail provides rail transportation services to any of these entities, it does so in the normal course of business at applicable tariff or contract rates.						2
3	both of which are subject to STB jurisdiction and review.						3
4							4
5	Arch Coal Inc.		Other (See Note 1)	(See note 1)	(See note 1)		5
6	Brown Brothers Harriman & Co		Other (See Note 2)	(See note 2)	(See note 2)		6
7	Caterpillar, Inc.		Other (See Notes 3 and 4)	Material	80		7
8	Fluor Corporation		Other (See Notes 3 and 5)	Services, Material	68		8
9	Huntton & Williams		Other (See Note 6)	Services	487		9
10	Mirant Company		Other (See Notes 3 and 7)	Services, Material	527		10
11	Pennsylvania Lines LLC		Other (See Note 8)	(See note 8)	(See note 8)		11
12	Conrail Inc. and CRC		Other (See Note 8)	(See note 8)	(See note 8)		12
13	Norfolk Southern Corporation		Controlled (See Note 9)	(See note 9)	(See note 9)		13
14							14
15							15
16	* Paid by Norfolk Southern Corporation (NS) on behalf of its operating subsidiaries.						16
17							17
18							18

Note 1 - Stephen F. Leer, an NS director, is President and Chief Executive Officer of Arch Coal Inc. which entered into leases with various subsidiaries and generated rent and royalty income to NS of approximately \$15.6 million in 2001. He is also a director of Arch Coal, Inc.

Note 2 - NS maintains various banking relationships with Brown Brothers Harriman & Co. (Brown Brothers), in which Mr. Hilliard, an NS director, is a partner, on bases that are consistent with normal financial and banking practices. All transactions are entered into in the ordinary course of business on substantially the same terms as those prevailing at the time for comparable transactions with other banks. For 2001, Brown Brothers participated in a credit facility which was extended to the Corporation by a number of investment banks in connection with the Corporation's commercial paper program; that credit facility was terminated in October 2001. Brown Brothers' portion of the credit facility was \$5.7 million. Also, in 2001, Brown Brothers was paid approximately \$190,111 in fees for managing a portion of the assets of NS' pension fund and \$2,014 in fees for brokerage services rendered to the Norfolk Southern Foundation in 2001.

Note 3 - Respondent shares common directors with this company.

Note 4 - As of December 31, 2001, David R. Goode, Chairman, President and Chief Executive Officer of NS, is a director of Caterpillar, Inc.

Note 5 - Carroll A. Campbell, Jr., an NS director, is a director of Fluor Corporation.

Note 6 - Gerald L. Bailes, an NS director, is a partner in Huntton & Williams.

Note 7 - Alston D. Correll, an NS director, is a director of Mirant Company.

Note 8 - See note 9 to Schedule 200.

Note 9 - See note 10 to Schedule 200.

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 classifications:

- (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 the respondent.
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with the 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 or 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 above list of classifications.

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 terminals 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 - Yard 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 rests in a corporation controlled by or controlling the respondent. But in the case of any such inclusion, the facts of the relationship 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 some 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, on 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 respondent as a 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 the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class	Proportion owned or leased by Respondent	Running tracks, passing tracks, crossovers, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	11,743	1,317	61	1,619	1,803	4,092	20,635	1
2	1	50%	7	5		4	15	13	44	2
3	1	33%	3	3		5		5	16	3
4	1J	75%						7	7	4
5	1J	67%						3	3	5
6	1J	50%				1	10	22	33	6
7	1J	33%					3	2	5	7
8										8
9		Total Class 1	11,753	1,325	61	1,629	1,831	4,144	20,743	9
10										10
11										11
12	3	100%	5,123	1,367	109	485	893	1,826	9,803	12
13	3A	100%						2	2	13
14	3B	100%	561	226	4	69	64	124	1,048	14
15	3BJ	50%				1		5	6	15
16										16
17		Total Class 3	5,684	1,593	113	555	957	1,957	10,859	17
18										18
19										19
20	4	100%	6					33	39	20
21	4B	100%	6						6	21
22	4BJ	50%	5				1		6	22
23										23
24		Total Class 4	17				1	33	51	24
25										25
26										26
27	5	100%	4,115	1,145	588	330	99	590	6,867	27
28										28
29		Total Class 5	4,115	1,145	588	330	99	590	6,867	29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	21,569	4,063	762	2,514	2,888	6,724	38,520	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

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

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

Line No.	Cross Chec	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	1,301				92	1,393	21		1
2		Canada					301	301			2
3		Delaware			160		43	203			3
4		District of Columbia					13	13			4
5		Florida	96				53	149			5
6		Georgia	1,860				9	1,869	267		6
7		Illinois	738		140		413	1,291	33		7
8		Indiana	851		406		265	1,522	60		8
9		Iowa	6			1	37	44	41		9
10		Kansas					2	2			10
11		Kentucky	170		212		63	445			11
12		Louisiana	78				4	82			12
13		Maryland	15		80		174	269			13
14		Michigan	79		335		229	643	2		14
15		Mississippi	209				2	211			15
16		Missouri	345				65	410			16
17		New Jersey			126		807	933			17
18		New York	68		706		154	928			18
19		North Carolina	1,067		317	11	49	1,444	288		19
20		Ohio	827		1,007		399	2,233	16		20
21		Pennsylvania	44		1,822	5	637	2,508			21
22		South Carolina	691				104	795	36		22
23		Tennessee	713		137		46	896	133		23
24		Virginia	2,037				107	2,144	89		24
25		West Virginia	558		236		47	841	14		25
26											26
27											27
28											28
29											29
30											30
31											31
32		TOTAL MILEAGE (single track)	11,753		5,684	17	4,115	21,569	1,000		32

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 (i) Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is 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 regardless 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 a third rail or overhead contact wire, 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., gas turbine, steam. 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 6, as appropriate. Radio-controlled units that are not self-propelled, 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 manufacturer's rated horsepower (the maximum continuous power output from the diesel engines or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars, report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

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

9 Cross-checks

Schedule 710 Schedule 710

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

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

When data appear in columns (k) or (l), lines 36 through 53, and 55, column (m) should have data on the 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)	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 (i) (See Ins. 7) (k)	Leased to others (l)*			
			Units in service of respondent at beginning of year (b)	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													
		Diesel-freight units	3,199	160			28	126	2,259	1,002	3,261	10,920,000	(HP)	46	1
2		Diesel-passenger units													2
3		Diesel-multiple purpose units													3
4		Diesel-switching units	193				1		104	90	194	287,700		24	4
5	*	TOTAL (lines 1 to 4)	3,392	160			29	126	2,363	1,092	3,455	11,207,700		70	5
6	*	Electric-locomotives													6
7	*	Other self-powered units													7
8	*	TOTAL (lines 5, 6 and 7)	3,392	160			29	126	2,363	1,092	3,455	11,207,700		70	8
9	*	Auxiliary units	77						59	18	77	N/A			9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,469	160			29	126	2,422	1,110	3,532	11,207,700		70	10
* Note: Col (l) - Leased to Others Includes 69 PRR Locomotives Leased to Conrail for use in Shared Assets Area															
DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR BUILT, DISREGARDING YEAR OF REBUILDING															
Line No	Cross Check	Type or design of units (a)	During Calendar Year								TOTAL	Line No.			
			Before Jan 1, 1980 (b)	Between Jan 1, 1980 and Dec 31, 1984 (c)	Between Jan 1, 1985 and Dec 31, 1989 (d)	Between Jan 1, 1990 and Dec 31, 1994 (e)	Between Jan 1, 1995 and Dec 31, 1999 (f)	2000 (g)	2001 (h)	2002 (i)			2003 (j)	2004 (k)	(l)
11	*	Diesel	1,310	340	371	391	713	200	130					3,455	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	TOTAL (lines 11 to 13)	1,310	340	371	391	713	200	130					3,455	14
15	*	Auxiliary units	30	18	25	4								77	15
16	*	TOTAL LOCOMOTIVE UNITS (Lines 14 and 15)	1,340	358	396	395	713	200	130					3,532	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)	Changes During the Year					Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				
			Units Installed				Aggregate capacity of units reported in col. (l) (see Ins. 7) (k)		Total in service of respondent (col. (h) & (i)) (j)	Leased from others (i)	Owned and used (h)		
			Units in service of respondent at beginning of year (b)	New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)						All other units including reclassification and second hand units purchased or leased from others (f)	
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)										N/A	17
18		Combined cars (All class C, except CSB)										N/A	18
19		Parlor cars (PBC, PC, PL, PO)											19
20		Sleeping cars (PS, PT, PAS, PDS)										N/A	20
21		Dining, grill and tavern cars (All class D, PD)										N/A	21
22		Non-passenger carrying cars (All class B, CSB, M, PSA, 1A)										N/A	22
23		TOTAL (lines 17 to 22)										N/A	23
24		Self-Propelled Electric passenger cars (EP, ET)										N/A	24
25		Electric combined cars (EC)										N/A	25
26		Internal combustion rail motorcars (ED,EG)										N/A	26
27		Other self-propelled cars (Specify types)										N/A	27
28		TOTAL (lines 24 to 27)										N/A	28
29		TOTAL (lines 23 and 28)										N/A	29
30		COMPANY SERVICE CARS Business cars (PV)	18					2	11	5	16	N/A	30
31		Board outfit cars (MMX)	392					70	118	204	322	N/A	31
32		Derrick and snow removal cars (MMU, MWV, MWW, MWK)	492					52	398	42	440	N/A	32
33		Dump and ballast cars (MWB, MWD)	1,243					171	299	773	1,072	N/A	33
34		Other maintenance and service equipment cars	5,316	1				966	3,734	618	4,352	N/A	34
35		TOTAL (lines 30 to 34)	7,461	1				1,261	4,560	1,642	6,202	N/A	35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes During the Year				Line No
			Time-mileage cars (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1 __, B2 __)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5 __, B6 __, B7 __, B8 __)	40					23	37
38		Equipped box cars (All Code A, Except A_5_)	23,686					90	38
39		Plain gondola cars (All Codes G & J __1, J __2, J __3, J __4)	20,628					2	39
40		Equipped gondola cars (All Code E)	19,216			100		139	40
41		Covered hopper cars (C __1, C __2, C __3, C __4)	14,828					12	41
42		Open top hopper cars - general service (All Code H)	22,165					244	42
43		Open top hopper cars - special service (J __O, and All Code K)	3,953					86	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_)	366						45
46		Flat cars - TOFC/COFC (All Code P, Q and S, Except Q8 __)	1,679						46
47		Flat cars - multi-level (All Code V)	1,385			75			47
48		Flat cars - general service (F10 __, F20 __, F30 __)	209						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40 __)	2,144					101	49
50		Tank cars - under 22,000 gallons (T __0, T __1, T __2, T __3, T __4, T __5)							50
51		Tank cars - 22,000 gallons and over (T __6, T __7, T __8, T __9)		4					51
52		All other freight cars (A_5_, F_7_, All Code L and Q8 __)	3,896						52
53		TOTAL (lines 36 to 52)	114,195	4		175		697	53
54		Caboose (All Code M-930)	N/A	257					54
55		TOTAL (lines 53, 54)	114,195	261		175		697	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 customarily carry

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 (h)	Owned and Used (i)	Leased from others (j)	Units installed					
					Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see Ins. 4) (m)	Leased to others (n)		
					Time-mileage cars (k)	All Others (l)				
36										36
37		11	52		52		4,262			37
38		1,872	17,498	4,406	21,904		1,704,724	5		38
39		242	18,071	2,317	20,388		2,293,402			39
40		1,483	9,927	8,045	17,972		1,814,230			40
41		1,402	10,403	3,035	13,438		1,464,629	36		41
42		1,035	16,720	4,654	21,374		2,252,884			42
43		558	3,148	333	3,481		360,736			43
44										44
45		33	73	260	333		25,764	1		45
46		98	823	758	1,581		103,010			46
47		38	852	570	1,422		58,765			47
48		20	174	15	189		14,183			48
49		231	1,862	152	2,014		203,864			49
50										50
51			4			4	403			51
52		508	3,388		3,388		173,177			52
53		7,531	82,995	24,545	107,536	4	10,474,033	42		53
54		6	174	77	N/A	251	N/A			54
55		7,537	83,169	24,622	107,536	255	10,474,033	42		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	1					56
57		Non-self-propelled vessels (car floats, lighters, etc)	N/A						57
58		TOTAL (Lines 56 and 57)	N/A	1					58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis (Z1__, Z67__, Z68__, Z__69__)		9,315		523			59
60		Dry van (U2__, Z__, Z6__, 1-6)		13,765		312			60
61		Flat bed (U3__, Z3__)		13					61
62		Open bed (U4__, Z4__)		1					62
63		Mechanical refrigerator (U5__, Z5__)							63
64		Bulk hopper (U0__, Z0__)							64
65		Insulated (U7__, Z7__)							65
66		Tank (Z0__, U6__) (See note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)		3					67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		23,097		835			70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper.

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Per diem (k)	All Others (l)			
56			1		N/A	1	N/A		56
57					N/A		N/A		57
58			1		N/A	1	N/A		58
59		66	86	9,686		9,772			59
60		61	5,963	8,053		14,016	371,320		60
61			13			13	277		61
62			1			1	23		62
63									63
64									64
65									65
66									66
67			3			3	67		67
68									68
69									69
70		127	6,066	17,739		23,805	371,687		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 this 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). 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. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. 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 part with incentive per diem funds should be reported on separate lines and be 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	GE D9-40CW 6-Axle 4,000 HP	160	32,800	203,986	P	1
2						2
3	High Speed Scale Test Car (MS)	1	50	220	P	3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	161	N/A	204,206	N/A	25
REBUILT UNITS						
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	0	N/A	0	N/A	38
39	GRAND TOTAL	161	N/A	204,206	N/A	39

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

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

Track category 1

- 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 categories 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 it is dedicated entirely to passenger service category F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.

- 2. This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 track 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 the end of period (e)	Line No.
1	A	8,740	37.39	45.00	8	1
2	B	7,869	12.27	39.89	102	2
3	C	3,112	2.71	30.22	152	3
4	D	3,009	0.35	21.84	134	4
5	E	8,923	XXXXXXXXXX	XXXXXXX		5
6	TOTAL	31,653			396	6
7	F		XXXXXXXXXX	XXXXXXX		7
8	Potential abandonments	180				8

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

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 (e) 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	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of 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	59,873	\$28.70	\$1,718	420,911	\$746.03	\$314	New Ties	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	59,873	\$28.70	\$1,718	420,911	\$746.03	\$314		20
21	Number of miles of new running, passing tracks, cross-overs, etc., in which ties were laid — 5.40								
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid — 35.72								

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 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	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail	Bolted rail		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	
1	A	148.57	1.33	38.36	24.35	186.93	25.68	9.85	1
2	B	74.09	0.66	20.73	14.75	94.82	15.41	5.91	2
3	C	14.14	0.13	3.96	2.82	18.10	2.95	1.13	3
4	D	43.31	0.39	12.12	8.63	55.43	9.02	3.46	4
5	E	0.00	0.00	3.22	5.24	3.22	5.24	2.01	5
6	TOTAL	280.11	2.51	78.39	55.79	358.50	58.30	22.36	6
7	F								7
8	Potential Abandonments								8
9	Average cost of new and relay rail laid in replacement per gross ton			New	\$477.61	Relay	\$162.21		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 fully in a footnote)
- (4) Relay rails.

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

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

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)		
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	1	132	12	5	428.04	132	163	76	467.88	1	
2	1	136	1,123	493	439.51	136	120	53	439.01	2	
3										3	
4	4					130	21	2	115.90	4	
5	4	132	106	15	143.05	132	2,829	530	187.49	5	
6	4	133				133	1,053	379	359.78	6	
7	4	136	48	13	281.34	136	4,211	1,114	264.49	7	
8	4	140				140	38	7	183.73	8	
9										9	
10										10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	1,289	\$526	\$408.07	N/A	8,435	\$2,161	\$256.19	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									5.40	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									35.72	35
36	Track-miles of welded rail installed on system this year 39.2 : total to date 21,938										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 (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	75	54.33			1
2	80	43.65			2
3	85	223.90			3
4	90	298.30			4
5	100	918.43			5
6	105	122.77			6
7	110	61.69			7
8	112	803.56			8
9	115	1,170.12			9
10	119	11.79			10
11	127	994.02			11
12	130	706.19			12
13	131	1,332.29			13
14	132	10,025.79			14
15	133	141.55			15
16	136	2,271.14			16
17	140	1,209.87			17
18	152	91.70			18
19	155	65.30			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	Ties					Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed		Miles surfaced	Percent surfaced	
				Crosstie	Switch and bridge ties (board feet)							
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)			
1	A	1,156,106	3,380,098	4.1	5.4	212.61	1.2	1,294,493	1,840.1	21.3	1	
2	B	247,577	1,072,811	1.0	1.4	110.23	0.7	267,760	418.5	5.4	2	
3	C	50,525	438,715	0.5	2.5	21.05	0.3	27,791	257.8	8.4	3	
4	D	50,307	457,381	0.5	1.2	64.45	1.1	51,453	480.5	16.2	4	
5	E	33,854	626,222	0.1	0.6	8.46	0.0	89,874	839.2	9.5	5	
6	TOTAL	1,538,369	5,975,227	1.5	1.9	416.80	0.7	1,731,371	3,836.1	12.2	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	442,137,932	1
2	Passenger		2
3	Yard switching	35,506,208	3
4	TOTAL	477,644,140	4
5	COST OF FUEL \$(000)	\$ 411,590	5
6	Work Train	1,360,811	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 reports. 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 or 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, 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 a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one 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 passengers, and is not considered a locomotive.

(D) A locomotive is a 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 one 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 locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.

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

(G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for 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 respondent's 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 one 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 the 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 Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and no-payment cars moving in transportation trains. Include such car-miles in Items 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 conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one 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). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - (Concluded)

(L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train. Include net ton-miles in motorcar trains. Exclude local shipment of freight handled in mixed baggage express cars. Total ton-miles of revenue freight should correspond to the ton-miles reported on Form CBS.

(M) Road service represents elapse time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at final terminals, including trains switching at way stations and delays on road as shown by conductor's or dispatcher's 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.

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

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way-train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's 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 vehicles (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 railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc. when a tariff provision requires that the shipper or motor carrier, etc., and not the railroad, perform that service. Note: The count should reflect the trailers/containers for which expenses are 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.

Cars 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 yards (excluding cars which are to be repaired in the train yard without loss of time), cars 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)	21,569		1
		2. TRAIN MILES - RUNNING (B)	XXXXXXXX	XXXXXX	
2		2-01 UNIT TRAINS	10,620,665	XXXXXX	2
3		2-02 WAY TRAINS	11,100,179	XXXXXX	3
4		2-03 THROUGH TRAINS	48,259,740		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	69,980,584		5
6		2-05 MOTORCARS (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	69,980,584		7
		3. LOCOMOTIVE UNIT MILES (D)	XXXXXXXX	XXXXXX	
		ROAD SERVICE (E)	XXXXXXXX	XXXXXX	
8		3-01 UNIT TRAINS	27,211,377	XXXXXX	8
9		3-02 WAY TRAINS	19,592,210	XXXXXX	9
10		3-03 THROUGH TRAINS	116,825,202		10
11		3-04 TOTAL (lines 8-10)	163,628,789		11
12		3-11 TRAIN SWITCHING (F)	9,476,024	XXXXXX	12
13		3-21 YARD SWITCHING (G)	14,592,724		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	187,697,537		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		XXXXXX	15
16		4-011 BOX-PLAIN 50-FOOT AND LONGER	4,953	XXXXXX	16
17		4-012 BOX-EQUIPPED	249,350	XXXXXX	17
18		4-013 GONDOLA-PLAIN	225,518	XXXXXX	18
19		4-014 GONDOLA-EQUIPPED	127,693	XXXXXX	19
20		4-015 HOPPER-COVERED	127,780	XXXXXX	20
21		4-016 HOPPER-O/T-GENERAL SERVICE	153,616	XXXXXX	21
22		4-017 HOPPER-O/T-SPECIAL SERVICE	22,534	XXXXXX	22
23		4-018 REFRIGERATOR-MECHANICAL	3,587	XXXXXX	23
24		4-019 REFRIGERATOR-NON-MECHANICAL	11,791	XXXXXX	24
25		4-020 FLAT-TOFC/COFC	125,721	XXXXXX	25
26		4-021 FLAT-MULTI-LEVEL	27,740	XXXXXX	26
27		4-022 FLAT-GENERAL SERVICE	1,150	XXXXXX	27
28		4-023 FLAT-ALL OTHER	39,390	XXXXXX	28
29		4-024 ALL OTHER CAR TYPES	222,830	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,343,653	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		XXXXXX	31
32		4-111 BOX-PLAIN 50-FOOT AND LONGER	5,224	XXXXXX	32
33		4-112 BOX-EQUIPPED	267,443	XXXXXX	33
34		4-113 GONDOLA-PLAIN	216,582	XXXXXX	34
35		4-114 GONDOLA-EQUIPPED	120,987	XXXXXX	35
36		4-115 HOPPER-COVERED	142,276	XXXXXX	36
37		4-116 HOPPER-O/T-GENERAL SERVICE	154,868	XXXXXX	37
38		4-117 HOPPER-O/T-SPECIAL SERVICE	25,218	XXXXXX	38
39		4-118 REFRIGERATOR-MECHANICAL	3,557	XXXXXX	39
40		4-119 REFRIGERATOR-NON-MECHANICAL	10,073	XXXXXX	40
41		4-120 FLAT-TOFC/COFC	20,697	XXXXXX	41
42		4-121 FLAT-MULTI-LEVEL	18,692	XXXXXX	42
43		4-122 FLAT-GENERAL SERVICE	2,008	XXXXXX	43
44		4-123 FLAT-ALL OTHER	41,135	XXXXXX	44
45		4-124 ALL OTHER CAR TYPES	2,924	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	1,031,684	XXXXXX	46
		4-13 PRIVATE LINE CARS - LOADED (H)	XXXXXXXX	XXXXXX	
47		4-130 BOX-PLAIN 40-FOOT		XXXXXX	47
48		4-131 BOX-PLAIN 50-FOOT AND LONGER	20,534	XXXXXX	48
49		4-132 BOX-EQUIPPED	1,306	XXXXXX	49
50		4-133 GONDOLA-PLAIN	9,885	XXXXXX	50
51		4-134 GONDOLA-EQUIPPED	4,717	XXXXXX	51
52		4-135 HOPPER-COVERED	170,778	XXXXXX	52
53		4-136 HOPPER-O/T-GENERAL SERVICE	5,777	XXXXXX	53
54		4-137 HOPPER-O/T-SPECIAL SERVICE	55,464	XXXXXX	54
55		4-138 REFRIGERATOR-MECHANICAL	67	XXXXXX	55
56		4-139 REFRIGERATOR-NON-MECHANICAL	912	XXXXXX	56
57		4-140 FLAT-TOFC/COFC	243,707	XXXXXX	57
58		4-141 FLAT-MULTI-LEVEL	219,949	XXXXXX	58
59		4-142 FLAT-GENERAL SERVICE	119	XXXXXX	59
60		4-143 FLAT-ALL OTHER	28,558	XXXXXX	60
61		4-144 TANK UNDER 22,000 GALLONS	130,103	XXXXXX	61
62		4-145 TANK - 22,000 GALLONS AND OVER	78,369	XXXXXX	62
63		4-146 ALL OTHER CAR TYPES	0	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	970,245	XXXXXX	64

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Pass. train (c)	Line No.
		4-15 PRIVATE LINE CARS-EMPTY (H)	XXXXXXXX	XXXXXX	
65		4-150 BOX-PLAIN 40-FOOT		XXXXXX	65
66		4-151 BOX-PLAIN 50-FOOT AND LONGER	13,845	XXXXXX	66
67		4-152 BOX-EQUIPPED	1,283	XXXXXX	67
68		4-153 GONDOLA-PLAIN	9,849	XXXXXX	68
69		4-154 GONDOLA-EQUIPPED	4,381	XXXXXX	69
70		4-155 HOPPER-COVERED	183,766	XXXXXX	70
71		4-156 HOPPER-O/T-GENERAL SERVICE	6,362	XXXXXX	71
72		4-157 HOPPER-O/T-SPECIAL SERVICE	54,943	XXXXXX	72
73		4-158 REFRIGERATOR-MECHANICAL	56	XXXXXX	73
74		4-159 REFRIGERATOR-NON-MECHANICAL	933	XXXXXX	74
75		4-160 FLAT-TOFC/COFC	22,505	XXXXXX	75
76		4-161 FLAT-MULTI-LEVEL	134,328	XXXXXX	76
77		4-162 FLAT-GENERAL SERVICE	263	XXXXXX	77
78		4-163 FLAT-ALL OTHER	29,780	XXXXXX	78
79		4-164 TANK UNDER 22,000 GALLONS	116,326	XXXXXX	79
80		4-165 TANK - 22,000 GALLONS AND OVER	84,500	XXXXXX	80
81		4-166 ALL OTHER CAR TYPES		XXXXXX	81
82		4-167 TOTAL (lines 65-81)	663,120	XXXXXX	82
83		4-17 WORK EQUIPMENT CAR-MILES	13,473	XXXXXX	83
84		4-18 NO PAYMENT CAR-MILES (I) *	417,175	XXXXXX	84
		4-19 TOTAL CAR-MILES BY TRAIN TYPE	XXXXXXXX	XXXXXX	
85		4-191 UNIT TRAINS	1,060,335	XXXXXX	85
86		4-192 WAY TRAINS	328,654	XXXXXX	86
87		4-193 THROUGH TRAINS	3,050,361	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,439,350	XXXXXX	88
89		4-20 CABOOSE MILES	158	XXXXXX	89

* Total number of loaded miles 200,431 and empty miles 73 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	29,591,872		98
		6-02 FREIGHT TRAINS, CRS., CNTS. & CABOOSE	XXXXXXXX	XXXXXX	
99		6-020 UNIT TRAINS	88,419,381	XXXXXX	99
100		6-021 WAY TRAINS	25,842,259	XXXXXX	100
101		6-022 THROUGH TRAINS	233,614,980	XXXXXX	101
102		6-03 PASSENGER-TRAINS, CRS. & CNTS.			102
103		6-04 NON-REVENUE	897,828	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	378,366,320		104
		7. TONS OF FREIGHT (Thousands)	XXXXXXXX	XXXXXX	
105		7-01 REVENUE	404,834	XXXXXX	105
106		7-02 NON-REVENUE	757	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	405,591	XXXXXX	107
		8. TON-MILES OF FREIGHT (Thousands) (L)	XXXXXXXX	XXXXXX	
108		8-01 REVENUE-ROAD SERVICE	182,207,021	XXXXXX	108
109		8-02 REVENUE-LAKE TRANSFER SERVICE		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	182,207,021	XXXXXX	110
111		8-04 NON-REVENUE-ROAD SERVICE	268,429	XXXXXX	111
112		8-05 NON-REVENUE-LAKE TRANSFER SERV.		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	268,429	XXXXXX	113
114		8-07 TOTAL-REV AND NON-REV (lines 110, 113)	182,475,450	XXXXXX	114
		9. TRAIN HOURS (M)	XXXXXXXX	XXXXXX	
115		9-01 ROAD SERVICE	3,575,999	XXXXXX	115
116		9-02 TRAIN SWITCHING	894,789	XXXXXX	116
117		10. TOTAL YARD SWITCHING HOURS (N)	2,291,531	XXXXXX	117
		11. TRAIN-MILES WORK TRAINS (O)	XXXXXXXX	XXXXXX	
118		11-01 LOCOMOTIVES	852,331	XXXXXX	118
119		11-02 MOTORCARS		XXXXXX	119
		12. NUMBER OF LOADED FREIGHT CARS (P)	XXXXXXXX	XXXXXX	
120		12-01 UNIT TRAINS	2,768,602	XXXXXX	120
121		12-02 WAY TRAINS	5,439,082	XXXXXX	121
122		12-03 THROUGH TRAINS	6,721,761	XXXXXX	122
123		13. TOFC/COFC-NO. OF REV. TRLS. & CONT. LOADED & UNLOADED (Q)	3,530,958	XXXXXX	123
124		14. MULTI-LEVEL CARS-NO. OF MTR. VEH. LOADED AND UNLOADED (Q)	1,076,754	XXXXXX	124
125		15. TOFC/COFC-NO. OF REV TRLS. PICKED UP AND DELIVERED (R)	453,444	XXXXXX	125
		16. REVENUE TONS-MARINE TERMINAL (S)	XXXXXXXX	XXXXXX	
126		16-01 MARINE TERMINALS - COAL	26,902,000	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)	26,902,000	XXXXXX	129
		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)	XXXXXXXX	XXXXXX	
130		17-01 SERVICEABLE	34,897	XXXXXX	130
131		17-02 UNSERVICEABLE	591	XXXXXX	131
132		17-03 SURPLUS		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	35,488	XXXXXX	133

98 ROAD MILES, 143 Rail Year 2001

VERIFICATION

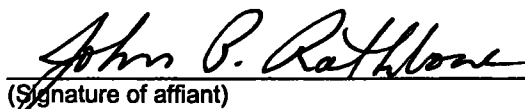
The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's 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 **Senior Vice President and Controller of Norfolk Southern Combined Railroad Subsidiaries** (see page 4 of STB 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 the Surface Transportation Board; 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, 2001**, to and including **December 31, 2001**.


(Signature of affiant)

Subscribed and sworn to before me a **Notary Public** in and for the State and City above named, this **28th** day of **March, 2002**. My commission expires **December 31, 2003**.

Use an
L.S.
impression seal

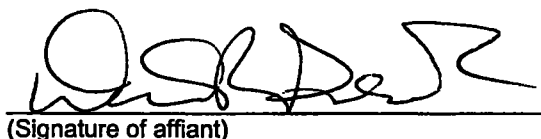

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

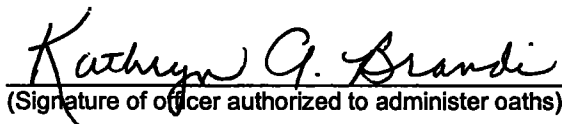
Commonwealth of Virginia
City of Norfolk

David R. Goode makes oath that says that he is **President and Chief Executive Officer of Norfolk Southern Combined Railroad Subsidiaries** (see page 4 of STB 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, 2001**, to and including **December 31, 2001**.


(Signature of affiant)

Subscribed and sworn to before me a **Notary Public** in and for the State and City above named, this **28th** day of **March, 2002**. My commission expires **December 31, 2003**.

Use an
L.S.
impression seal


(Signature of officer authorized to administer oaths)

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