

ANNUAL REPORT 1971 CLASS I

290

SOUTHERN RAILWAY CO.

2 OF 3

219. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

Give the particulars called for regarding the equipment obligations included in schedule 218, "Funded Debt and Other Obligations" (accounts Nos. 764, "Equipment obligations and other debt due within 1 year" and 766, "Equipment obligations") at the close of the year. In column (a) show the name by which the equipment obligation is designated and in

column (b) show the classes of equipment and the number of units covered by the obligation. In column (c) show the contract price to the original debtor; in column (d) show the cash paid on acceptance of equipment by the original debtor; do not report the price paid on a subsequent sale and assumption of balance of debt.

Line No.	Designation of equipment obligation (List names in the same order as in schedule 218)	Description of equipment covered	Contract price of equipment acquired	Cash paid on acceptance of equipment
(a)	(b)	(c)	(d)	
	Equipment Trusts - Continued -			
1	Series No. 4 of 1970	357 - 70-ton 50'6" Box Cars	6 922 278	1 547 278
2		30 100-ton Open Top Hopper Cars		
3	" No. 5 of 1970	500 100-ton Covered Hopper Cars	10 224 753	2 039 753
4		125 70-ton 52'6" Gondola Cars		
5		50 100-ton 52'6" CUF Gondola Cars		
6	" No. 6 of 1970	250 100-ton Wood Chip Cars	8 815 803	1 760 803
7		36 70-ton 89'4" Std.Ht. Flat Cars		
8		23 70-ton 89'4" Low Deck Flat Cars		
9		240 100-ton Open Top Hopper Cars		
10	" No. 1 of 1971	400 70-ton 50'6" Box Cars	6 336 433	1 278 436
11		19 100-ton Covered Hopper Cars		
12	" No. 2 of 1971	300 70-ton 65'6" Gondola Cars	5 726 024	1 156 024
13		3 SD-40 Diesel Electric Locomotives		
14	" No. 3 of 1971	3 100-ton Covered Hopper Cars	7 623 454	1 591 454
15		14 GP 38 Diesel Electric Locomotives		
16		2 SD-40 Diesel Electric Locomotives		
17	" No. 4 of 1971	225 100-ton Open Top Hopper Cars	8 229 371	1 723 371
18		135 100-ton Open Top Hopper Cars		
19		80 100-ton Covered Hopper Cars		
20	" No. 5 of 1971	20 GP-38 Diesel Electric Locomotives	5 746 172	1 163 172
21		201 100-ton Covered Hopper Cars		
22		110 70-ton 50'6" Box Cars		
23		50 100-ton Covered Hopper Cars		
24	Conditional Sale Agreements:			
25	No. 8 9-16-57	719 Steel Hopper Cars and Modifications	8 226 950	606 600
26	3 10- 1-59	23 2400 H.P. Diesel Electric Locomotives	5 124 676	1 224 935
27	4 10- 1-59	303 Steel Hopper Cars	6 488 326	1 297 665
28	7 10- 1-59	530 Steel Gondola Cars	11 130 000	2 226 000
29	6 4-15-60	1 250-ton Diesel Powered Wrecking Crane	255 285	51 057
30	5 5-16-60	20 Steel Hopper Cars	401 394	80 278
31	2 7- 1-60	120 Cushion Underframe Box Cars	2 088 000	456 000
32	1 7- 1-60	2 250-ton Diesel Powered Wrecking Cranes	510 570	102 114
33	25 3- 1-62	44 Cushion Underframe Box Cars	3 535 246	710 504
34		60 Aluminum & Steel Covered Hopper Cars		
35		47 100-ton Tank Cars		
36		5 70-ton CUF Refrigerator Cars		
37	29 11- 1-62	30 70-ton CUF Hoghead Cars	676 551	68 551
38	30 11- 8-63	1 Grumman Gulfstream Aircraft	1 233 274	
39	31 1-15-64	25 50-ton Transformer Cars-Modification	1 355 252	85 775
40		41 70-ton Woodchip Cars - "		
41		174 70-ton Lumber Cars - "		
42	32 3-16-64	200 100-ton Covered Hopper Cars - "	1 433 238	137 822
43	33 6- 1-64	26 70-ton Woodchip Cars - "	1 325 210	464 605
44		31 100-ton Hopper Cars - "		
45		100 70-ton Pulpwood Cars - "		
46		50 50-ton Roof Hatch Box Cars - "		
47		15 70-ton Cush.Underframe Box Cars - "		
48		25 70-ton Drop Bottom Hopper Cars - "		
49	34 9-10-64	125 50-ton Box Cars - "	1 368 849	162 025
50		37 Wood Chip Cars - "		
51	35 12-15-64	106 100-ton Hopper Cars - "	1 444 855	238 300
52		100 70-ton Pulpwood Cars - "		
53		50 70-ton Brick Cars - "		
54	36 3- 1-65	100 100-ton Hopper Cars - "	1 147 317	
55		250 70-ton Pulpwood Cars - "		
56		9 80-ton Lumber Cars - "		

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Give the particulars called for regarding the equipment obligations included in schedule 218, "Funded Debt and Other Obligations" (accounts Nos. 764, "Equipment obligations and other debt due within 1 year" and 766, "Equipment obligations") at the close of the year. In column (a) show the name by which the equipment obligation is designated and in

column (b) show the classes of equipment and the number of units covered by the obligation. In column (c) show the contract price to the original debtor; in column (d) show the cash paid on acceptance of equipment by the original debtor; do not report the price paid on a subsequent sale and assumption of balance of debt.

Line No.	Designation of equipment obligation (List names in the same order as in schedule 218) (a)	Description of equipment covered (b)	Contract price of equipment acquired (c)	Cash paid on acceptance of equipment (d)
	Conditional Sale Agreements - Continued -			
1	No. 37 4-15-65	150 70-ton Pulpwood Cars - Modification	\$ 1 404 980	
2		100 70-ton Brick Cars - "		
3		200 50-ton Hopper Cars - "		
4	38 6-15-65	200 50-ton Hopper Cars - "	392 294	
5	40 5- 2-66	1694 Various Freight Cars - "	6 868 350	
6	42 6-15-66	17 Electric Control Cars-Locotrol Equipment for 15 Remote Control Locos.	3 800 000	
7		85 70-ton Cushion Underframe Box Cars	18 000 000	
8	39 6-15-66	300 100-ton Covered Hopper Cars		
9		550 100-ton Open Top Hopper Cars		
10	43 1-15-67	2000 40'6" Box Cars - Modification	16 476 000	3 476 000
11	50 2- 1-69	IBM 360 Computer System	6 960 708	1 392 141
12	58 6- 1-70	Burroughs Computer System	947 005	189 401
13	59 1- 1-71	100 100-ton Ballast Cars	A 8 367 082	
14		750 50-ton 40' 6" Box Cars		
15	60 1-15-71	500 50-ton 40' Box Cars	A 2 830 000	
16		50 50-ton Cabooses		
17		18 70-ton Flat Cars		
18	61 5-18-71	1600 50-ton 40' Gondola Cars	21 187 849	8 817 849
19		2653 50-ton 40'6" Box Cars		
20		500 50-ton Pulpwood Cars		
21		142 70-ton Flat Cars		
22		250 50-ton 41'6" Gondola Cars		
23		40 70-ton 65' Gondola Cars		
24	62 6-22-71	4750 50-ton 40'6" Box Cars	41 370 793	13 347 793
25	Warner Fruehauf	527 Containers	1 464 593	
26		537 Chassis		
27		293 Semi-Trailers		
28	Equipment financing in	300 100-ton Hopper Cars	8 726 698	
29	Suspense	390 70-ton Box Cars		
30			458 935 619	90 122 181
31	A. Includes only equipment delivered through December 31, 1971.			
32	Note: Difference of \$47,513,300 between totals shown on this page for contract price of equipment acquired less cash paid on acceptance of equipment and total amount of funded debt and other obligations actually issued as shown on Page 235B results from refinancing of Conditional Sale Agreements numbers 43 through 49 and 51, 52 and 54 under Conditional Sale Agreements dated 5/17/71 and 6/22/71.			
33	References for Pages 234 and 235A Col. (d):			
34	(a) 4-1/4% on first installment of \$2,625,000 and 4-1/8% on second installment of \$2,625,000.			
35	(b) 4-1/4% on first installment of \$9,450,000 and 4-1/8% on second installment of \$9,450,000.			
36	(c) 4-3/8% on first installment of \$6,420,000 and 4% on second installment of \$6,420,000.			
37	(d) 4-1/4% on first installment of \$5,280,000 and 4-1/8% on second installment of \$5,280,000.			
38	(e) 6% on first installment of \$7,200,000 and 6-1/2% on second installment of \$7,200,000.			
39	(f) 4-1/8% on first installment of \$5,700,000 and 4-1/4% on second installment of \$5,700,000.			
40	(g) 5-3/4% on 1/3 of balance and 5-1/2% on 2/3 of balance for 1st five installments;			
41	5-1/2% on balance for 6th to 15th installments.			
42	(h) Prime rate at leading New York banks. On 12/2/68 prime rate plus 1/4 of 1%			
43	and on 12/2/70 prime rate plus 3/8 of 1% to maturity.			
44	(i) Prime rate at leading New York banks. On 9/1/69 prime rate plus 1/4 of 1%			
45	and on 9/1/71 prime rate plus 3/8 of 1% to maturity.			
46	(j) Prime rate at leading New York banks plus 1/4 of 1%.			

220. INTEREST ON INCOME BONDS

1. Give particulars concerning interest payable, accrued, paid, and accumulated and unpaid on securities having contingent interest provisions classified as (1) Mortgage Bonds, (2) Collateral Trust Bonds, and (3) Unsecured Bonds (Debentures), in schedule 218, "Funded Debt and Other Obligations."

2. In columns (a), (b), and (c) state the name, amount, and nominal rate of interest shown in columns (a), (v), and (d), respectively, in schedule 218, for each security of the kind indicated. List the names of such securities in the same order as in schedule 218.

3. In column (d) show the amount of interest payable for the year at the nominal rate, if earned, on all of the bonds outstanding at the close of the year plus those retired during the year.

4. In column (e) show the amount of interest charged to the income account for the year.

5. In column (f) show the difference between columns (d) and (e).
6. In columns (h), (i), and (j) show the amounts of interest actually paid during the year, segregated in columns (h) and (i) between payments applicable to the current year's accruals, and those applicable to past accruals.

7. In column (k) enter the maximum accumulation of unpaid interest as provided for in the bonds.

8. In column (l) show the sum of unearned interest accumulated under the provisions of the security plus the earned interest unpaid at the close of the year.

9. In the second section of this schedule show the particulars of the several items on the same line and in the same order as in the first section.

Line No.	Name of issue (from schedule 218)	Amount actually outstanding (from schedule 218)	Nominal rate of interest (from schedule 218)	AMOUNT OF INTEREST			
				Maximum amount payable, if earned		Amount actually payable under contingent interest provisions, charged to income for the year	
	(a)	(b)	(c)	(d)		(e)	
1		\$		\$		\$	
2							
3							
4	None						
5							
6							
7							
8							
9							
10							

AMOUNT OF INTEREST—Concluded

Line No.	DIFFERENCE BETWEEN MAXIMUM PAYABLE IF EARNED AND AMOUNT ACTUALLY PAYABLE					TOTAL PAID WITHIN YEAR								Maximum period or percentage, for which cumulative, if any	Total accumulated unearned interest plus earned interest unpaid at the close of year			
	Current year			All years to date		On account of current year		On account of prior years			Total							
	(f)			(g)		(h)		(i)			(j)							
	\$			\$		\$			\$			\$				\$		
1																		
2																		
3																		
4																		
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6																		
7																		
8																		
9																		
10																		

222. AMOUNTS PAYABLE TO AFFILIATED COMPANIES

Give full particulars of amounts payable by the respondent to affiliated companies, as defined in connection with account No. 769, "Amounts payable to affiliated companies," in the Uniform System of Accounts for Railroad Companies. If any such amounts are evidenced by notes, each note should be separately shown in column (a). Entries in columns (e) and (f) should include interest accruals and interest payments on debt retired during the year, even though no portion of the debt remained outstanding at the close of the year. Show, also, in a footnote, particulars of interest charged to cost of property.

Line No.	Name of creditor company (a)	Rate of interest (b)	Balance at beginning of year (c)		Balance at close of year (d)		Interest accrued during year (e)		Interest paid during year (f)	
			\$	%	\$	%	\$	%	\$	%
1	Georgia Midland Ry. Co.	-0-					360			
2	Lenoir Car Works	-0-	550	605	550	605				
3	Lenoir Car Works	-0-	750	017	750	017				
4	Lenoir Car Works	-0-	123	500	123	500				
5	North Carolina Midland RR Co.	-0-			10	145				
6	Southern Railway-Carolina Div.	-0-			58	246				
7	Mobile & Birmingham R.R. Co.	-0-			52	799				
8										
9										
10	TOTAL		1	424	122	1	545	672	None	None

NOTES AND REMARKS

223. ITEMS IN SELECTED CURRENT LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 751, "Loans and notes payable"; 759, "Accrued accounts payable"; and 763, "Other current liabilities," at the close of the year. Show character of loans and notes, with name of creditor (or class of creditors), dates of issue and maturity, and appropriate description for each class of accrued accounts payable and for the other current liabilities. Show each item (or the aggregate of a class of items of like description) amounting to \$100,000 or more. Each item or class

of items of like description amounting to less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in Schedule 200L. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)		
1	751	Commercial Paper-Promissory Notes	1	999	183
2		Loans and Notes Payable-Xerox-LDX		950	000
3		Total 751	2	949	183
4	759	Rental of Foreign Lines Equipment	14	055	986
5		Estimated Liability for Vacation Earned	11	681	402
6		Unmatured Rents Accrued - Leased Roads		221	202
7		Reserve E&I Accrued - Not Vouchered	3	319	496
8		Accrual for Delayed Invoices	3	316	912
9		Wage Award - TRL	3	904	950
10		Accrued Accounts Payable - Post Closing	3	310	054
11		Equipment Financing in Suspense	2	181	674
12		Accrued Accounts Payable Due Within One Year	6	500	000
13		Other items, each less than \$100,000		135	353
14		Total 759	48	627	029
15	763	Prepaid in Transit	20	044	733
16		Other items, each less than \$100,000		35	487
17		Total 763	20	080	220
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224. FEDERAL INCOME AND OTHER TAXES ACCRUED

Give the particulars called for with respect to the balances at close of year in accounts Nos. 760, "Federal income taxes accrued" and 761, "Other taxes accrued."

Line No.	Kind of tax (a)	Previous years (b)			Current year (c)			Balance at close of year (d)		
		\$			\$			\$		
1	Federal income taxes TOTAL (account 760)		772	206	2	570	562	3	342	768
2	Railway property State and local taxes (532)				3	941	351	3	941	351
3	Old-age retirement (532)					250	769		250	769
4	Unemployment insurance (532)				1	008	963	1	008	963
5	Miscellaneous operating property (535)									
6	Miscellaneous tax accruals (544)					40	968		40	968
7	All other taxes									
8	TOTAL (account 761)				5	242	051	5	242	051

NOTES AND REMARKS

225. ITEMS IN SELECTED RESERVE AND OTHER LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 771, "Pension and welfare reserves"; 772, "Insurance reserves"; 774, "Casualty and other reserves"; 782, "Other liabilities"; and 784, "Other deferred credits," at the close of the year. Show creditor (or class of creditors) for deferred liabilities, and appropriate description of each class of operating reserve and for items of deferred credits. Show each item (or the aggregate of a class

of items of like description) amounting to \$100,000 or more. Each item or class of items of like description amounting to less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in Schedule 200L. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)		
			\$		
1	772	Other items, each less than \$100,000		85	845
2					
3	774	Reserve-Personal Injuries	5	366	800
4		Reserve-Loss and Damage Claims	3	496	385
5		Reserve-Overcharge Claims	1	478	396
6		Reserve for Federal Income Taxes	27	568	710
7		Casualty and Other Reserves Due Within One Year	(6)	500	000
8		Total 774	31	410	291
9					
10	782	Long Term Reserve E&I Accrued Not Vouchered		599	474
11		Side Track Deposits to be Refunded		242	698
12		Percentage Retained from Contractors		106	697
13		Termination of Lease Agreement-Settlement Account-V&SW Ry. Co.	1	043	689
14		" " A&CAL Ry. Co.		194	005
15		" " M&B RR Co.		180	857
16		" " N. C. RR Co.		104	940
17		" " Sou.Ry.-Caro.Div.		612	841
18		Other items, each less than \$100,000		143	175
19		Total 782	3	228	376
20					
21	784	Advance Payments Tracks & Highway Crossings		859	908
22		Salvage-Systems Telephone Lines		113	087
23		Correction Accounts-Suspense		265	336
24		Other items, each less than \$100,000		151	209
25		Total 784	1	389	540
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NOTES AND REMARKS

228. CAPITAL STOCK

Give particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.

In the second section list particulars of the various issues on the same lines and in the same order as in the first section.

Identify the entries in columns (m) to (s), inclusive, in a manner which will indicate whether par value or the number of shares is shown.

In stating the date of an authorization the date of the latest assent or ratification necessary to its validity should be shown; e. g., in case an authorization is required to be ratified by stockholders after action by the board of directors, but is not required to be approved by any State or other governmental board or officer, give the date of approval by stockholders; if the assent

of a State railroad commission or other public board or officer is necessary, give the date of such assent, or if subsequent to such assent notice has to be filed with a secretary of state or other public officer and a tax or other fee has to be paid as a condition precedent to the validity of the issue, give the date of such payment. In case some condition precedent has to be complied with after the approval and ratification of the stockholders has been obtained, state, in a footnote, the particulars of such condition and of the respondent's compliance therewith.

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 for a valuable consideration, and such purchaser 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 under such circumstances as require them to be considered as held alive, and not canceled or retired, they are considered to be *nominally outstanding*.

Column (d) refers to the initial preference dividend payable before any common dividend; columns (k) and (l) to participations in excess of initial preference dividend; at a specified percentage or amount (nonpar stock) (column (k)) or a percentage or proportion of the profits (column (l)).

Line No.	Class of stock	Date issue was authorized	Par value per share (if non-par, so state)	PREFERRED STOCK											
				Dividend rate specified in contract	Total amount of accumulated dividends			CUMULATIVE		Noncumulative ("Yes" or "No")	OTHER PROVISIONS OF CONTRACT				
								To extent earned ("Yes" or "No")	Fixed \$ rate or percent specified by contract		Convertible ("Yes" or "No")	Callable or redeemable ("Yes" or "No")	PARTICIPATING DIVIDENDS		
													Fixed amount or percent (Specify)	Fixed ratio with common (Specify)	
	(a)	(b)	(c)	(d)	(e)			(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	Common	5-19-53	No Par	XXXXXX	XX	XX	XX	XXXXXX	XXXXXXXX	XXXXXX	XXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
2		5-15-56	No Par	XXXXXX	XX	XX	XX	XXXXXX	XXXXXXXX	XXXXXX	XXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
3		6-3-58	No Par	XXXXXX	XX	XX	XX	XXXXXX	XXXXXXXX	XXXXXX	XXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
4		5-20-69	No Par	XXXXXX	XX	XX	XX	XXXXXX	XXXXXXXX	XXXXXX	XXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
5	Preferred	4-15-56	\$20	5%		None		No	No	Yes	No	Yes	No	No	
6															
7	Serial Preference Stock	5-20-69	No Par												
8	Debenture														
9															
10	Receipts outstanding for installments paid*														
11															
12															
13															
14	TOTAL		XXXXXX	XXXXXX				XXXXXX	XXXXXXXX	XXXXXX	XXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX

Line No.	PAR VALUE OF PAR-VALUE STOCK OR NUMBER OF SHARES OF NONPAR STOCK												STOCK ACTUALLY OUTSTANDING AT CLOSE OF YEAR																
	Authorized (m)			Authorized (n)			NOMINALLY ISSUED AND			Actually issued (q)			REACQUIRED AND			Number of shares (k)		Par value of par-value stock (r)		Book value of stock without par value (v)									
							Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P") (o)	Canceled (p)	Canceled (r)				Held in special funds or in treasury or pledged (Identify pledged securities by symbol "P") (s)																
1	Sh. 2	800	000	Sh. 2	784	860		None		None	Sh. 2	784	860				2	784	860			55	697	200					
2	Sh. 4	200	000	Sh. 4	073	131		None		None	Sh. 4	073	131				Sh.	30	800	4	042	331			80	846	620		
3				Sh.	104	265		None		None	Sh.	104	265									104	265			2	085	300	
4	Sh. 8	000	000	Sh.	822	715		None		None	Sh.	822	715									822	715			16	454	300	
5	Sh. 15	000	000	Sh. 7	784	971					Sh. 7	784	971				Sh.	30	800	7	754	171			155	083	420		
6	\$60	000	000	\$60	000	000					\$60	000	000						\$69	480	2	996	526	59	930	520			
7	Sh. 5	000	000																										
8																													
9																													
10																													
11																													
12																													
13																													

*State the class of capital stock covered by the receipts.

229. CAPITAL STOCK CHANGES DURING THE YEAR

Give full particulars of stocks actually or nominally issued (either original issues or reissues) and of stocks reacquired or canceled during the year.

In the second section of the schedule show the particulars of the several issues on the same lines and in the same order as in the first section.

In column (c) state whether issued for construction of new properties, for additions and betterments, for purchase of railroad or other property, for conversion, for acquisition of securities, for reorganization, or for other corporate purposes. If an issue of securities was authorized for more than one purpose, state amount applicable to each purpose. Also

give the number and date of the authorization by the public authority under whose control such issue was made, naming such authority. In column (e) include as cash all money, checks, drafts, bills of exchange and other commercial paper payable at par on demand. For nominally issued stock, show returns in columns (a), (b), (c), and (d) only. For each class of stock actually issued, the sum of the entries in columns (e), (f), and (h), plus discounts or less premiums in column (g), should equal the total par value or the book value represented by the total number of shares reported in column (d).

Particulars concerning the reacquirement of stock that was actually outstanding should be given in columns (a), (i), and (j).

Line No.	Class of stock	STOCKS ISSUED DURING YEAR					
		Date of issue	Purpose of the issue and authority	Par value (for nonpar stock show the number of shares)		Net proceeds received for issue (cash or its equivalent)	
				(c)	(d)	(e)	(f)
1	Common - No Par	1971	Exchange for Tennessee, Alabama & Georgia Railway Co. Capital Stock	Shs.	90	319	
2							
3							
4	Common - No Par	1971	Stock Option Plan dated 6/3/58 as supplement 11/17/66	Sh.	23	059	
5			Finance Docket 20104				
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
TOTAL				Sh.	113	378	95465

954065

Line No.	STOCKS ISSUED DURING YEAR—Concluded			STOCKS REACQUIRED DURING YEAR			Remarks
	Cash value of other property acquired or services received as consideration for issue	Net total discounts (in black) or premiums (in red). Excludes entries in column (a)	Expense of issuing capital stock	Par value (For nonpar stock show the number of shares)	Purchase price		
	(f)	(g)	(h)	(i)	(j)	(k)	
1	\$ 5 678 807	\$ (3 872 427)					
2							
3							
4		(492 885)					
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15	5 678 807	(3 872 427)					
16							

(4,365,312)

230. STOCK LIABILITY FOR CONVERSION OF SECURITIES OF OTHER COMPANIES

If at the close of the year respondent was subject to any liability to issue its own capital stock in exchange for outstanding securities of constituent of other companies, give full particulars thereof hereunder, including names of parties to contracts and abstracts of terms of contracts whereunder such liability exists.

None

231. CAPITAL SURPLUS

Give an analysis in the form called for below of capital surplus accounts. In column (a) give a brief description of the item added or deducted and in column (b) insert the contra account number to which the amount stated in column (c), (d) or (e) was charged or credited.

Line No.	Item (a)	Contra account number (b)	ACCOUNT NO.					
			74. Premiums and Assessments on Capital Stock (c)			75. Paid-In Surplus (d)		
								76. Other Capital Surplus (e)
1	Balance at beginning of year.....	x x x	\$ 31	693	433	\$ 5	568	796
2	Additions during the year (describe): Excess of issuance price over stated value of stock option shares.....	701		492	885			
3	Reverse excess of par value over issuance price of shares issued in exchange for CNO&TP shares.....	798		26	643			
4	Excess of issuance price over stated value of shares issued in exchange for TAG shares.....	721	3	872	427			
5	Total additions during the year.....	x x x	4	391	955			
6	Deductions during the year (describe):							
7								
8								
9								
10								
11								
12	Total deductions.....	x x x						
13	Balance at close of year.....	x x x	36	085	388	5	568	796

232. RETAINED INCOME—APPROPRIATED

Give an analysis in the form called for below of account No. 737, "Retained income—Appropriated."

Line No.	Class of appropriation (a)	Credits during year (b)			Debits during year (c)			Balance at close of year (d)		
31	Additions to property through retained income.....									
32	Funded debt retired through retained income.....									
33	Sinking fund reserves.....									
34	Incentive per diem funds.....		935	602	1	325	602			-0-
35	Miscellaneous fund reserves.....									
36	Retained income—Appropriated not specifically invested.....									
37	Other appropriations (specify):									
38										
39										
40										
41										
42										
43										
44										
45										
46	TOTAL.....		935	602	1	325	602			-0-

233. CONTINGENT ASSETS AND LIABILITIES

1. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 6--6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent and the value of the item amounts to \$100,000 or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possi-

ble assessments of additional taxes, and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in other schedules provided for those items and not in this schedule.

3. In column (a) give a description of each item of contingent assets and liabilities under an inserted caption "CONTINGENT ASSETS" or "CONTINGENT LIABILITIES," as appropriate, and in column (b) show the amount of each item.

Line No.	Item (a)	Amount (b)		
		\$		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10	The Company, together with other major railroads, has agreed to advance funds as might be required to meet principal and interest payments on certain equipment obligations of Trailer Train Company, but only in the event that charges for the use of the equipment currently at an adequate rate, are insufficient to provide for such principal and interest payments.			
11				
12				
13				
14				
15				
16				
17	At December 31, 1971, \$68,053,181 of equipment trusts and conditional sale agreements of this Company have been assumed by affiliated companies. Should these affiliated companies fail to perform, it will be necessary for this Company to pay these obligations.			
18				
19				
20				
21				
22				
23				
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41				
42				
43				
44				
45				

234. PROPRIETARY COMPANIES

Give particulars called for regarding inactive proprietary companies, as defined in Schedule No. 411, page 400. The separation of accounts 731 and 732 into the various subdivisions shown below should be estimated, if not actually shown on respondent's books. Enter brief designations of the several proprietary companies at the heads of their respective columns.

Line No.	Item	Chattanooga Term. Ry. Co.		Memphis and Chas. Ry. Co.							
		(a)		(b)							
1	Mileage owned:										
2	Road, State of _____										
3	Road, State of _____										
4	Road, State of _____										
5	Second and additional main tracks										
6	Passing tracks, cross-overs, and turn-outs										
7	Way switching tracks										
8	Yard switching tracks										
9	Road and equipment property:										
10	Road										
11	Equipment										
12	General expenditures										
13	Other property accounts*										
14	Total (account 731)										
15	Improvements on leased property:										
16	Road										
17	Equipment										
18	General expenditures										
19	Total (account 732)										
20	Depreciation and amortization (accounts 735, 736, and 785)										
21	Capital stock (account 791)					100	000				
22	Funded debt unmatured (account 765)					900	000				
23	Debt in default (account 768)										
24	Amounts payable to affiliated companies (account 769)										

Line No.	Item										
1	Mileage owned:										
2	Road, State of _____										
3	Road, State of _____										
4	Road, State of _____										
5	Second and additional main tracks										
6	Passing tracks, cross-overs, and turn-outs										
7	Way switching tracks										
8	Yard switching tracks										
9	Road and equipment property:										
10	Road										
11	Equipment										
12	General expenditures										
13	Other property accounts*										
14	Total (account 731)										
15	Improvements on leased property:										
16	Road										
17	Equipment										
18	General expenditures										
19	Total (account 732)										
20	Depreciation and amortization (accounts 735, 736, and 785)										
21	Capital stock (account 791)										
22	Funded debt unmatured (account 765)										
23	Debt in default (account 768)										
24	Amounts payable to affiliated companies (account 769)										

*Includes account Nos. 81, "Other elements of investment," and 90, "Construction work in progress."

(a) See return in report of The Alabama Great Southern Railroad Company, Page 249, Schedule 234

(b) Southern Railway Company owns all of the capital stock and bonds of Memphis and Charleston Ry. Co., an inactive corporation. Southern's investment in M. & C. Ry. Co. stock is carried in Account 721-A - Investment in Affiliated Companies, its investment in M. & C. Ry. Co. Bonds is carried in Account 721-B - Investment in Affiliated Companies; both stock and bonds are pledged under Memphis Division 1st and 2nd Mortgages. Southern has considered it proper to

References for Pages 210, 211, 212, 213, 213A and 213B:-

721e - Column (d)

- B-Deposited with Bankers Trust Co. of New York, under Agreement dated November 1, 1909.
- C-Pledged under Southern Railway Company 1st and General Mortgage.
- F-Pledged under Southern Railway Company First Consolidated Mortgage.
- H-Certain securities of the Elberton Southern Railway Company along with others belonging to The Atlanta and Charlotte Air Line Railway Company are held by the Southern Railway Company under the terms of lease agreement dated March 26, 1881; and the 1,020 shares of stock of Elberton Southern Railway Company standing in M. M. Davenport's name belong to The Atlanta and Charlotte Air Line Railway Company, and are held by Southern Ry. Co., under the terms of the lease referred to.
- M2-Pledged under Southern Railway Company Memphis Division First Mortgages.

- Column (e) Other parties to joint control:

Augusta & Summerville Railroad Co.	C. of Ga. RR Co.	50%.					
Atlanta Terminal Company	C. of Ga. RR Co.	33-1/3%.					
Augusta Union Station Company	S.C.L. RR Co.	50%, L. & N. RR Co.	16-2/3%.				
Birmingham Terminal Company	A.G.S. RR Co., C. of Ga. RR Co.,	each 16-2/3%.					
	S.C.L. RR Co.	33-1/3%.					
Central Transfer Ry. & Storage Co.	L. & N. RR Co.	50%.					
Chattanooga Station Company	C.N.O. & T.P. Ry. Co., A.G.S. RR Co.,	each 33-1/3%.					
Chesapeake Steamship Company	S.C.L. RR Co.	33-1/3%.					
Jacksonville Terminal Company	S.C.L. RR Co.	50%, G.S. & F. Ry. Co.	12-1/2%,				
	F.E.C. Ry. Co.	25%.					
Kentucky & Indiana Term. RR Co.	B. & O. RR Co., C.I. & L. Ry. Co.,	each 33-1/3%.					
Memphis Union Station Company	Louisville & Nashville RR Co.	40%,					
	Missouri Pacific RR Co., St. L. S.W. Ry. Co.,	ea. 20%.					
Macon Terminal Company	C. of Ga. RR Co., G.S. & F. Ry. Co.,	each 33-1/3%.					
North Charleston Terminal Co.	S.C.L. RR Co.	66-2/3%.					
Norfolk & Portsmouth Belt Line	N.Y.P. & N. RR Co., C. & O. Ry. Co., N.S. Ry. Co.,	each 12-1/2%; N. & W. Ry. Co. & S.C.L. RR Co.,	ea. 25%.				
Terminal RR Association of St. Louis	C.C.C. & St. L. Ry. Co., L. & N. RR Co., I.C. RR Co.,	G.M. & O. RR Co., M.P. RR Co., St. L.-S.F. Ry. Co.,	C.B. & Q. RR Co., C. & E. I. RR Co., N. & W. Ry. Co.,	P.B. & W. RR Co., B. & O. RR Co.,	M.K. & T. RR Co., C.R.I. & P. Ry. Co., and	St. L. S.W. Ry. Lines, each 6-1/4% except M.P. RR Co. -	12-1/2%.
Winston-Salem Terminal Company	N. & W. Ry. Co., W.S.S.B. Ry. Co.,	each 33-1/3%.					
Richmond-Washington Company	B. & O. RR Co., C. & O. Ry. Co., and	Penn-Central, each 16-2/3%; S.C.L.	33-1/3%,				
Railway Express Agency, Inc.	Sixty-nine other Railroad Companies,	various	percents.				
Pullman Company	53 Railroad Companies.						
Fruit Growers Express Company	18 other Railroad Companies.						

M-Control is obtained by ownership of common capital stock and contractual voting rights for all preferred stock.

References for Pages 212, 213A and 213B:

721b - Column (d)

B-Held alive, date of maturity not yet agreed upon.

F-Pledged under Southern Railway Company First Consolidated Mortgage.

J-By agreement between Trustee and Owners of Bonds, failure to pay at or after maturity shall not be considered an act of default, and said Trustees shall not be under any duty of obligation to enforce collection thereof prior to January 1, 1959, or until such time as Southern Railway Company, Louisville and Nashville Railroad Company and United States Trust Company of New York, Trustee, or any of them, shall give written notice to said Trustee that there has been a default under said Deed of Trust and shall direct said Trustee to enforce the lien thereof.

M-2 Pledged under Southern Railway Company Memphis Division First Mortgages.

- Column (j)

X-The Book Value is estimated to meet requirements of the form.

These securities and others which have heretofore been retired and satisfied of record were acquired by Southern Railway Company at its organization and taken into Security Account at an approximate cost, crediting Cost of Road, therefore, the actual cost of each security is unknown. See pages 24 to 27, Southern Railway Company First Consolidated Mortgage dated October 2, 1894. Copy filed with report June 30, 1913. Part of this cost will eventually be transferred to Property Investment, representing additional cost of the property, title to which is vested in Southern Railway Company.

721d - Column (e)

N.S. - Not specified.

Column (q)

E-Interest payable up to 5% per annum when earned and declared by Board of Directors.

Note (b) Page 249 - Continued:

classify the mileage of Memphis & Charleston Ry. as owned Southern Railway Company mileage in making returns to Schedule 411. See letter February 13, 1914, from W. J. Meyers, Statistician, Interstate Commerce Commission with respect to mileage of Memphis & Charleston Ry. Co., and reply of Comptroller, Southern Railway Company, dated March 2, 1914.

300. INCOME ACCOUNT FOR THE YEAR

1. Give the Income Account of the respondent for the year in accordance with the rules prescribed in the Uniform System of Accounts for Railroad Companies.

2. In column (c), show against the appropriate account the amount of income that is offset by deductions in other income accounts of respondent so far as they relate to companies the operations of which are covered by this operating report, the amount of such deductions or dispositions to be also shown against appropriate accounts. For example, road (A) operates road (B) under lease for a

rental of \$1,000,000, but road (A) owns 50 percent of the stock of road (B) on which it receives \$250,000 in dividends. The entries in column (d) should be: Account No. 513, "Dividend income," \$250,000; Account No. 542, "Rent for leased roads and equipment," \$250,000. Again, if road (C) has issued its own securities to acquire a part or all of the securities of road (D), a separately operated carrier, no entries should be made in column (d) by road (C) even though dividends or interest be received on such securities held by road (C). But if road (D) is a

Line No.	Item	Amount for current year			Amount for preceding year			Offsetting debits and credits for current year		
	(a)	(b)			(c)			(d)		
	ORDINARY ITEMS									
	OPERATING INCOME									
	RAILWAY OPERATING INCOME									
1	(501) Railway operating revenues (p. 303)	423	391	903	400	057	750			
2	(531) Railway operating expenses (p. 310)	306	320	755	291	412	856			
3	Net revenue from railway operations	117	071	154	108	644	894			
4	(532) Railway tax accruals (p. 316)	40	746	270	37	166	622			
5	Railway operating income	76	324	884	71	478	272			
	RENT INCOME									
6	(503) Hire of freight cars and highway revenue equipment—Credit balance (p. 319)									
7	(504) Rent from locomotives (p. 320)	6	236	895	5	529	336			
8	(505) Rent from passenger-train cars (p. 320)		442	677		940	961			
9	(506) Rent from floating equipment									
10	(507) Rent from work equipment		32	842		40	835			
11	(508) Joint facility rent income	1	308	241	1	129	003			
12	Total rent income	8	020	655	7	640	135			
	RENTS PAYABLE									
13	(536) Hire of freight cars and highway revenue equipment—Debit balance (p. 319)	9	050	615	8	278	215			
14	(537) Rent for locomotives (p. 320)	8	288	715	7	522	254			
15	(538) Rent for passenger-train cars (p. 320)		227	395		401	041			
16	(539) Rent for floating equipment									
17	(540) Rent for work equipment		7	860		90	106			
18	(541) Joint facility rents	3	375	754	3	689	415			
19	Total rents payable	20	950	339	19	981	031			
20	Net rents (lines 15, 23)	(12)	929	684	(12)	340	896			
21	Net railway operating income (lines 7, 24)	63	395	200	59	137	376			
	OTHER INCOME									
22	(502) Revenues from miscellaneous operations (p. 231)									
23	(509) Income from lease of road and equipment (p. 317)		39	783		39	968			
24	(510) Miscellaneous rent income (p. 317)		849	672		685	599			
25	(511) Income from nonoperating property (p. 231)		(277)	(321)		(300)	(154)			
26	(512) Separately operated properties—Profit (p. 318)									
27	(513) Dividend income	11	324	662	5	932	328	26	913	
28	(514) Interest income	3	596	851	6	786	634	159	536	
29	(516) Income from sinking and other reserve funds		417	854		802	459			
30	(517) Release of premiums on funded debt		49	918						
31	(518) Contributions from other companies									
32	(519) Miscellaneous income (p. 323)	8	562	929	1	036	244		820	
33	Total other income	24	564	348	14	983	078	187	269	
34	Total income (lines 25, 38)	87	959	548	74	120	454	187	269	
	MISCELLANEOUS DEDUCTIONS FROM INCOME									
35	(524) Expenses of miscellaneous operations (p. 231)									
36	(535) Taxes on miscellaneous operating property (p. 231)									
37	(543) Miscellaneous rents (p. 322)		4	552		7	590			
38	(544) Miscellaneous tax accruals (p. 231)		110	229		121	764			
39	(545) Separately operated properties—Loss (p. 318)									
40	(549) Maintenance of investment organization									
41	(550) Income transferred to other companies									
42	(551) Miscellaneous income charges (p. 323)	2	626	109	2	992	749		820	
43	Total miscellaneous deductions	2	740	890	3	122	103		820	
44	Income available for fixed charges (lines 39, 49)	85	218	658	70	998	351	186	449	

300. INCOME ACCOUNT FOR THE YEAR—Continued

"proprietary" company for which no separate operating report is rendered, appropriate entries in column (d) should be made by road (C). If a leased road is assigned to another company for operation, the rent paid should be offset by the rent received. The examples indicated should not be taken to exclude others of a similar nature.

3. Returns for the year reported on lines 1 to 25, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's rules governing the separation of operating

expenses between freight and passenger service; railroads.

4. Any unusual accruals involving substantial amounts included in column (h) on lines 9 to 25, inclusive, should be fully explained in a footnote.

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

RAIL-LINE, INCLUDING WATER TRANSFERS

Related solely to freight service (e)			Apportioned to freight service (f)			Total freight service (g)			Related solely to passenger and allied services (h)			Apportioned to passenger and allied services (i)			Total passenger service (j)			Other items not related to either freight or to passenger and allied services (k)			Line No.
\$			\$			\$			\$			\$			\$			\$			
419	386	821				419	386	821	4	005	088				4	005	088				1
185	896	846	107	527	200	293	424	046	10	428	507	2	468	202	12	896	709				2
						125	962	775							(8	891	621)				3
29	318	567	10	203	825	39	522	392		988	405		235	473	1	223	878				4
						86	440	383							(10	115	499)				5
																					6
6	233	757				6	233	757		3	138				3	138					7
										442	677				442	677					8
	32	675					32	675			167					167					9
	867	766		363	353	1	231	119		64	489		12	633	77	122					10
						7	497	551							523	104					11
																					12
9	050	615				9	050	615													13
7	577	372				7	577	372		711	343				711	343					14
										227	395				227	395					15
																					16
	7	820					7	820			40					40					17
3	033	049				3	033	049		342	705				342	705					18
						19	668	856							1	281	483				19
						(12	171	305								(758	379)				20
						74	269	078							(10	873	878)				21

If this report is made for a system, list hereunder the names of all companies included in the system returns:

300. INCOME ACCOUNT FOR THE YEAR—Concluded

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$			\$			\$		
51	FIXED CHARGES	xx	xx	xx	xx	xx	xx	xx	xx	xx
52	(542) Rent for leased roads and equipment (p. 321).....	2	337	130	1	950	065	xx	186	449
53	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
54	(a) Fixed interest not in default.....	23	481	044	22	024	413			
55	(b) Interest in default.....									
56	(547) Interest on unfunded debt.....		239	235		238	592			
57	(548) Amortization of discount on funded debt.....		270	975		226	454			
58	Total fixed charges.....	26	478	384	24	419	524		186	449
59	Income after fixed charges (lines 50, 58).....	58	740	274	46	578	827			-0-
60	OTHER DEDUCTIONS	xx	xx	xx	xx	xx	xx	xx	xx	xx
61	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
62	(c) Contingent interest.....									
63	Ordinary income (lines 59, 62).....	58	740	274	46	578	827			
64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	xx	xx	xx	xx	xx	xx	xx	xx	xx
65	(570) Extraordinary items — Net Credit (Debit)(p. 323).....									
66	(580) Prior period items — Net Credit (Debit)(p. 323).....									
67	(590) Federal income taxes on extraordinary and prior period items— Debit (Credit)(p. 323).....									
68	Total extraordinary and prior period items — Credit (Debit)....									
69	Net income transferred to Retained Income-Unappropriated (lines 63, 68).....	58	740	274	46	578	827			

NOTE.—See page 301B for explanatory notes, which are an integral part of the Income Account for the Year.

NOTES AND REMARKS

INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

The space below is provided for the purpose of disclosing additional information concerning items of income for the current year. Each carrier shall give the particulars of items herein. Enter in separate notes with suitable explanation, amounts included in income accounts in connection with any unusual and material accrual or changeover in accounting practice, and other matters of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles. Minor items which have no consequential

effect on net income for the year need not be reported. If carrier has nothing to report, insert the word "None". The tax consequences of use of accelerated depreciation and tax guideline service lives, the investment tax credit, as well as other unusual and significant tax items and matters, are to be disclosed in Schedule 350, under Section C pertaining to analysis of Federal income taxes. The explanation of items included in accounts 570, "Extraordinary items"; 580, "Prior period items"; and 590, "Federal income taxes on extraordinary and prior period items" are to be disclosed in Schedule 396, page 323.

None

310. RAILWAY OPERATING REVENUES

1. State the railway operating revenues of the respondent for the year classifying them in accordance with the Uniform System of Accounts for Railroad Companies and distribute the amounts among the classes of service as indicated. In the absence of records separating revenues between freight and passenger trains, the distribution should be estimated on the basis of the best data available.

2. Assign rail-line revenues, including revenues from water transfers and highway motor vehicle operations, to "Freight service" or to "Passenger and allied services" according to the type of train (or other equipment) by which the traffic moved.

3. Incidental revenues should be assigned as provided for in the schedule.

4. Revenues which are not assignable to freight service or to passenger and allied services are includible in column (e) only in cases where the related operating expenses are reportable in column (d) of schedule No. 320. If the expenses are assigned to the classes of service mentioned, the revenues, likewise, should be distributed on an equitable basis.

5. Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

Line No.	Class of railway operating revenues	Amount of revenue for the year			RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS						Other revenues not assignable to freight or to passenger and allied services			Remarks
					Assignable to freight service			Assignable to passenger and allied services						
(a)	(b)	(c)	(d)	(e)										
	TRANSPORTATION—RAIL LINE	\$		\$		\$		\$		\$				(f)
1	(101) Freight*	406	625	985	406	625	985			xx	xx	xx		
2	(102) Passenger*	2	866	660		145	621	2	721	939	xx	xx	xx	
3	(103) Baggage		22	706					22	706	xx	xx	xx	
4	(104) Sleeping car		254	576					254	576	xx	xx	xx	
5	(105) Parlor and chair car										xx	xx	xx	
6	(106) Mail	3	838	605	3	392	103		446	502	xx	xx	xx	
7	(107) Express		412	497		412	497				xx	xx	xx	
8	(108) Other passenger-train†		5	059					5	059	xx	xx	xx	
9	(109) Milk										xx	xx	xx	
10	(110) Switching*	2	258	356	2	257	770			586	xx	xx	xx	
11	(113) Water transfers													
12	Total rail-line transportation revenue	416	284	444	412	833	976	3	450	468				
	INCIDENTAL													
13	(131) Dining and buffet		316	687					316	687	xx	xx	xx	
14	(132) Hotel and restaurant													
15	(133) Station, train, and boat privileges			25						25				
16	(135) Storage—Freight		4	996		4	996	xx	xx	xx	xx	xx	xx	
17	(137) Demurrage	5	091	058	5	091	058	xx	xx	xx	xx	xx	xx	
18	(138) Communication													
19	(139) Grain elevator							xx	xx	xx	xx	xx	xx	
20	(141) Power													
21	(142) Rents of buildings and other property		254	638		250	296		4	342				
22	(143) Miscellaneous		618	246		562	406		55	840				
23	Total incidental operating revenue	6	285	650	5	908	756		376	894				
	JOINT FACILITY													
24	(151) Joint facility—Cr		826	292		648	276		178	016				
25	(152) Joint facility—Dr		4	477		4	187			290				
26	Total joint facility operating revenue		821	815		644	089		177	726				
27	Total railway operating revenues	423	391	909	419	386	821	4	005	088				

*Report hereunder the charges to these accounts representing:

A. Payments made to others for—

1. Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates: \$ 790,343

(a) Of the amount reported for item A.1, _____ % (to nearest whole number) represents payments for collection and delivery of L.C.L. freight either in TOFC trailers or otherwise. The percentage reported is (check one):
Actual (), Estimated ()

2. Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement: \$ 3,273,122

3. Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates): \$ -0-

(a) Payments for transportation of persons

\$ -0-

(b) Payments for transportation of freight shipments

\$ -0-

† Governmental aid for providing passenger commuter or other passenger-train service included in account 108, as provided in item (d) of that account: \$ -0-

NOTE.—Gross charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight" (not required from switching and terminal companies):

1. Charges for service for the protection against heat: \$ 64,052

2. Charges for service for the protection against cold: \$ 6,417

320. RAILWAY OPERATING EXPENSES

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 analyzing them in accordance with the Commission's rules governing the separation of operating expenses between freight and passenger service; railroads. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	XX	XX
1	MAINTENANCE OF WAY AND STRUCTURES		XX	XX
2	(201) Superintendence	7	003	721
3	(202) Roadway maintenance—Yard switching tracks		250	581
4	Roadway maintenance—Way switching tracks		48	942
5	Roadway maintenance—Running tracks	2	545	294
6	(206) Tunnels and subways—Yard switching tracks			
7	Tunnels and subways—Way switching tracks		43	296
8	Tunnels and subways—Running tracks		42	393
9	(208) Bridges, trestles, and culverts—Yard switching tracks		8	280
10	Bridges, trestles, and culverts—Way switching tracks		1	860
11	Bridges, trestles, and culverts—Running tracks			447
12	(210) Elevated structures—Yard switching tracks			
13	Elevated structures—Way switching tracks			
14	Elevated structures—Running tracks			
15	(212) Ties—Yard switching tracks	1	049	089
16	Ties—Way switching tracks		204	902
17	Ties—Running tracks	10	193	681
18	(214) Rails—Yard switching tracks		32	649
19	Rails—Way switching tracks		6	377
20	Rails—Running tracks	1	206	359
21	(216) Other track material—Yard switching tracks		522	140
22	Other track material—Way switching tracks		101	982
23	Other track material—Running tracks	4	233	044
24	(218) Ballast—Yard switching tracks		191	306
25	Ballast—Way switching tracks		37	365
26	Ballast—Running tracks	1	398	280
27	(220) Track laying and surfacing—Yard switching tracks		1	392
28	Track laying and surfacing—Way switching tracks			070
29	Track laying and surfacing—Running tracks	12	518	500
30	(221) Fences, snowsheds, and signs—Yard switching tracks		4	998
31	Fences, snowsheds, and signs—Way switching tracks			976
32	Fences, snowsheds, and signs—Running tracks		174	160
33	(227) Station and office buildings		679	230
34	(229) Roadway buildings		304	686
35	(231) Water stations		2	815
36	(233) Fuel stations		15	396
37	(235) Shops and engine houses		557	582
38	(237) Grain elevators			
39	(239) Storage warehouses			
40	(241) Wharves and docks			168
41	(243) Coal and ore wharves			
42	(244) TOFC/COFC terminals		77	919
43	(247) Communication systems	2	341	748
44	(249) Signals and interlockers	2	791	058
45	(253) Power plants			
46	(257) Power-transmission systems		47	129
47	(265) Miscellaneous structures		1	032
48	(266) Road property—Depreciation (p. 312)	4	885	939
49	(267) Retirements—Road (p. 312)		(293	818)
50	(269) Roadway machines	2	849	661
51				
52				
53			XX	XX

320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					Line No.
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense			Other expenses not related to either freight or to passenger and allied services			
(e)			(d)			(c)			(f)			(g)			(h)			(i)			
\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	
			6	968	002	6	968	002					35	719		35	719				1
	213	314		37	058		250	372						209			209				2
	48	942					48	942													3
1	328	467		706	791	2	535	258					10	036		10	036				4
																					5
	37	016		6	192		43	208						88			88				6
	41	279		1	108		42	387						6			6				7
	8	280					8	280													8
1	358	443		494	976	1	853	419					7	028		7	028				9
																					10
																					11
																					12
1	047	150		1	928	1	049	078						11			11				13
	204	902					204	902													14
8	192	322	1	973	340	10	165	662					28	019		28	019				15
	21	109		11	475		32	584						65			65				16
	6	377					6	377													17
2	160	613	2	017	106	4	177	719					28	640		28	640				18
	514	381		7	716		522	097						43			43				19
	101	982					101	982													20
2	610	471	1	599	857	4	210	328					22	716		22	716				21
	191	095			299		191	304						2			2				22
	37	365					37	365													23
1	263	987		132	413	1	396	400					1	880		1	880				24
1	180	894		210	903	1	391	797					1	188		1	188				25
	272	070					272	070													26
8	964	453	3	504	290	12	468	743					49	757		49	757				27
	4	998					4	998													28
		976						976													29
	153	474		20	396		173	870						290			290				30
	509	065		146	977		656	045	17	996		5	189		23	185					31
				303	589		303	589				1	097			1	097				32
				2	304		2	304					511			511					33
				14	619		14	619					777			777					34
				523	291		523	291				34	291		34	291					35
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320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	XX	XX
MAINTENANCE OF WAY AND STRUCTURES—Continued				
54	(270) Dismantling retired road property.....		280	197
55	(271) Small tools and supplies.....	2	238	373
56	(272) Removing snow, ice, and sand.....		92	786
57	(273) Public improvements—Maintenance.....	1	508	850
58	(274) Injuries to persons.....	1	078	024
59	(275) Insurance.....		184	154
60	(276) Stationery and printing.....		128	332
61	(277) Employees' health and welfare benefits.....	1	354	371
62	(281) Right-of-way expenses.....		4	418
63	(282) Other expenses.....		563	233
64	(278) Maintaining joint tracks, yards, and other facilities—Dr.....	1	594	355
65	(279) Maintaining joint tracks, yards, and other facilities—Cr.....		464	920
66	Total—All road property depreciation (account 266).....	4	885	939
67	Total—All other maintenance of way and structures accounts.....	66	280	596
68	Total maintenance of way and structures.....	71	166	535
MAINTENANCE OF EQUIPMENT				
69	(301) Superintendence.....	4	295	062
70	(302) Shop machinery.....	1	597	759
71	(304) Power-plant machinery.....		3	814
72	(305) Shop and power-plant machinery—Depreciation (p. 314).....		189	646
73	(306) Dismantling retired shop and power-plant machinery.....			470
74	(311) Locomotives—Repairs, Diesel locomotives—Yard.....	1	761	032
75	Locomotives—Repairs, Diesel locomotives—Other.....	13	446	498
76	Locomotives—Repairs, Other than Diesel—Yard.....			
77	Locomotives—Repairs, Other than Diesel—Other.....			
78	(314) Freight-train cars—Repairs*.....	22	280	361
79	(317) Passenger-train cars—Repairs.....	2	167	167
80	(318) Highway revenue equipment—Repairs.....		641	175
81	(323) Floating equipment—Repairs.....			
82	(326) Work equipment—Repairs.....	1	115	006
83	(328) Miscellaneous equipment—Repairs.....		913	604
84	(329) Dismantling retired equipment.....		79	044
85	(330) Retirements—Equipment (p. 314).....		(239)	919
86	(331) Equipment—Depreciation (p. 314).....	26	821	335
87	(332) Injuries to persons.....		609	592
88	(333) Insurance.....		139	011
89	(334) Stationery and printing.....		117	021
90	(335) Employees' health and welfare benefits.....	1	316	183
91	(339) Other expenses.....		114	783
92	(336) Joint maintenance of equipment expenses—Dr.....		523	133
93	(337) Joint maintenance of equipment expenses—Cr.....		30	737
94	Total—All equipment depreciation (accounts 305 and 331).....	27	010	981
95	Total—All other maintenance of equipment accounts.....	50	850	059
96	Total maintenance of equipment.....	77	861	040
TRAFFIC				
97	(351) Superintendence.....	4	778	005
98	(352) Outside agencies.....	1	536	409
99	(353) Advertising**.....		992	058
100	(354) Traffic associations.....		298	413
101	(355) Fast freight lines.....			
102	(356) Industrial and immigration bureaus.....		375	722
103	(357) Insurance.....			
104	(358) Stationery and printing.....		626	191
105	(359) Employees' health and welfare benefits.....		355	772
106	(360) Other expenses.....		88	352
107	Total traffic.....	9	050	919

*Includes debits of \$ 3,867,589 for charges on account of work done by others and includes credits of \$ 7,295,883 on account of work charged to others.

**Value of transportation issued in exchange for advertising, \$ -0-

329. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

Expenses related solely to freight service (e)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	
				279	188		279	188					1	009		1	009				54
			2	230	315		2	230	315				8	058		8	058				55
				92	452			92	452					334			334				56
			1	503	418		1	503	418				5	432		5	432				57
			1	072	526		1	072	526				5	498		5	498				58
				183	215			183	215					939			939				59
				127	678			127	678					654			654				60
			1	347	464		1	347	464				6	907		6	907				61
				4	402			4	402					16			16				62
				560	361			560	361				2	872		2	872				63
1	235	466				1	235	466		358	889				358	889					64
				462	316			462	316				2	604		2	604				65
			4	834	637		4	834	637				51	302		51	302				66
32	286	891	33	236	698	65	523	589		376	885		380	122		757	007				67
32	286	891	38	071	335	70	358	226		376	885		431	424		808	309				68
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	69
			4	041	653	4	041	653					253	409		253	409				70
			1	501	893	1	501	893					95	866		95	866				71
				3	585			3	585					222			222				72
				178	267			178	267				11	379		11	379				73
				442				442						28			28				74
1	751	907				1	751	907		9	125				9	125					75
12	783	450				12	783	450		663	048				663	048					76
																					77
22	280	361				22	280	361													78
	399	192					399	192		1	767	975			1	767	975				79
	641	175					641	175													80
			1	109	319	1	109	319					5	687		5	687				81
				882	816			882	816				30	788		30	788				82
	79	044					79	044													83
	231	501					231	501		(8	418)					(8	418)				84
25	324	864		969	464	26	294	328		511	372		15	635		527	007				85
				573	626			573	626				35	966		35	966				86
	138	845			156			139	001					10			10				87
				110	117			110	117				5	904		6	904				88
1	064	143		174	385	1	238	528		54	258		23	397		77	655				89
				108	011			108	011				6	772		6	772				90
	450	079					450	079		73	054				73	054					91
				29	378			29	378				1	359		1	359				92
25	324	864	1	147	731	26	472	595		511	372		27	014		538	386				93
39	356	695	8	476	625	47	833	320	2	559	042		457	697	3	016	739				94
64	681	559	9	624	356	74	305	915	3	070	414		484	711	3	555	125				95
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	96
4	330	988		360	341	4	691	329		79	435		7	241		86	676				97
1	216	019		276	116	1	492	135		38	725		5	549		44	274				98
	106	122		864	084			970	206		4	487		17	365		21	852			99
	285	842						285	842		12	568					12	568			100
																					101
	375	722					375	722													102
																					103
	616	124		2	818		618	942		7	192			57		7	249				104
	312	875		35	888		348	763		6	324			685		7	009				105
	59	550		27	613		87	163			634			555		1	189				106
7	303	242	1	566	860	8	870	102		149	365		31	452		180	817				107

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year		
	(a)	(b)		
	TRANSPORTATION—RAIL LINE			
110	(371) Superintendence.....	10	534	086
111	(372) Dispatching trains.....	1	479	341
112	(373) Station employees.....	9	776	728
113	(374) Weighing, inspection, and demurrage bureaus.....		571	415
114	(375) Coal and ore wharves.....			
115	(376) Station supplies and expenses.....	1	254	083
116	(377) Yardmasters and yard clerks.....	6	303	154
117	(378) Yard conductors and brakemen.....	15	155	352
118	(379) Yard switch and signal tenders.....		43	153
119	(380) Yard enginemen.....	6	373	524
120	(382) Yard switching fuel.....	1	607	649
121	(383) Yard switching power produced.....			
122	(384) Yard switching power purchased.....			
123	(388) Servicing yard locomotives.....		157	432
124	(389) Yard supplies and expenses.....		606	614
125	(392) Train enginemen.....	11	333	783
126	(394) Train fuel.....	12	806	284
127	(395) Train power produced.....			
128	(396) Train power purchased.....			
129	(400) Servicing train locomotives.....	2	352	010
130	(401) Trainmen.....	20	372	013
131	(402) Train supplies and expenses*.....	4	354	082
132	(403) Operating sleeping cars.....		149	153
133	(404) Signal and interlocker operation.....		683	879
134	(405) Crossing protection.....		59	626
135	(406) Drawbridge operation.....		112	258
136	(407) Communication system operation.....	2	291	178
137	(408) Operating floating equipment.....			
138	(409) Employees' health and welfare benefits.....	3	751	208
139	(410) Stationery and printing.....	1	261	497
140	(411) Other expenses.....		37	522
141	(414) Insurance.....		114	000
142	(415) Clearing wrecks.....	1	172	868
143	(416) Damage to property.....		278	871
144	(417) Damage to livestock on right of way.....		7	719
145	(418) Loss and damage—Freight.....	3	527	016
146	(419) Loss and damage—Baggage.....		1	145
147	(420) Injuries to persons.....	3	426	027
148	(421) TOFC/COFC terminals.....	1	048	569
149	(422) Other highway transportation expenses.....		21	650
150	(390) Operating joint yards and terminals—Dr.....	4	616	666
151	(391) Operating joint yards and terminals—Cr.....		517	365
152	(412) Operating joint tracks and facilities—Dr.....		385	897
153	(413) Operating joint tracks and facilities—Cr.....		242	685
154	Total transportation—Rail line.....	127	348	102
	*Includes gross charges and credits for heater and refrigerator service as follows:			
155	Freight train cars: Refrigerator—Charges.....		290	795
156	—Credits.....			
157	Heater—Charges.....			449
158	—Credits.....			
159	TOFC trailers: Refrigerator—Charges.....			591
160	—Credits.....			
161	Heater—Charges.....			
162	—Credits.....			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																		Other expenses not related to either freight or to passenger and allied services		Line No.
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense					
(c)			(d)			(e)			(f)			(g)			(h)					
\$			\$			\$			\$			\$			\$			\$		
			9	996	848	9	996	848					537	238		537	238			110
			1	448	423	1	448	423					30	918		30	918			111
6	636	013	2	089	800	8	725	813		799	202		251	713	1	050	915			112
	571	415					571	415												113
				26	163	1	237	784		15	954			345		16	299			114
1	211	621				6	139	894		163	260					163	260			115
6	139	894				15	070	482					84	870		84	870			116
				42	911		42	911						242			242			117
			6	337	832	6	337	832					35	692		35	692			118
1	599	607				1	599	607		8	042					8	042			119
																				120
				156	550		156	550						882			882			121
				603	217		603	217					3	397		3	397			122
10	203	846				10	203	846	1	129	937				1	129	937			123
12	086	519				12	086	519		720	465					720	465			124
																				125
																				126
2	245	584				2	245	584		106	426					106	426			127
19	124	157				19	124	157	1	247	856				1	247	856			128
3	563	712				3	563	712		790	370					790	370			129
										149	153					149	153			130
				675	194		675	194					8	685		8	685			131
				58	869		58	869						757			757			132
	112	258					112	258												133
			2	214	194	2	214	194					76	984		76	984			134
																				135
1	944	415	1	615	481	3	559	896		149	281		42	031		191	312			136
	724	694		505	961	1	230	655		3	651		27	191		30	842			137
	183	424		(138	547)		44	877			91		(7	446)		(7	355)			138
	144	000					144	000												139
1	172	868				1	172	868												140
	372	871					372	871		6	000					6	000			141
	7	719					7	719												142
3	527	016				3	527	016												143
										1	145					1	145			144
	187	508	3	433	110	3	620	618		(10	071)		(184	520)		(194	591)			145
1	048	569				1	048	569												146
	21	650					21	650												147
3	941	587				3	941	587		675	079					675	079			148
				500	292		500	292					17	073		17	073			149
	367	061					367	061		18	836					18	836			150
				269	856		269	856					22	829		22	829			151
77	138	008	43	366	340	120	504	348	5	974	677		869	077	6	843	754			152

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year		
	(a)	(b)		
	MISCELLANEOUS OPERATIONS	\$	XXX	XXX
163	(441) Dining and buffet service.....		597	351
164	(442) Hotels and restaurants.....			
165	(443) Grain elevators.....			
166	(445) Producing power sold.....			
167	(446) Other miscellaneous operations.....			
168	(449) Employees' health and welfare benefits.....			928
169	(447) Operating joint miscellaneous facilities—Dr.....			287
170	(448) Operating joint miscellaneous facilities—Cr.....			
171	Total miscellaneous operations.....		598	566
	GENERAL		XXX	XXX
172	(451) Salaries and expenses of general officers.....	5	160	331
173	(452) Salaries and expenses of clerks and attendants.....	5	036	712
174	(453) General office supplies and expenses.....	1	243	844
175	(454) Law expenses.....	2	680	989
176	(455) Insurance.....		234	598
177	(456) Employees' health and welfare benefits.....		573	476
178	(457) Pensions.....	2	106	550
179	(458) Stationery and printing.....		727	250
180	(460) Other expenses.....	2	104	913
181	(461) General joint facilities—Dr.....		426	930
182	(462) General joint facilities—Cr.....			
183	Total general expenses.....	20	295	593
184	Grand total railway operating expenses.....	306	320	752
185	Operating ratio (ratio of operating expenses to operating revenues) 72.35 percent. (Two decimal places required).....			
186	Amount of employee compensation† (applicable to the current year) chargeable to operating expenses: \$ 136,233,499 141,780,489			

* Give description and amount of charges to account No. 460, "Other expenses," for severance payments made to employees. This includes payments made as a result of agreements with employee organizations and awards pursuant to decisions of arbitration boards or by specific orders of this Commission or by voluntary action on the part of respondent. This also includes severance payments in cases relating to mergers and situations involving reduction in employees because of abandonment or consolidation of facilities.

Description of payments	Amount
Separation Pay.....	\$ 118,841
Wage Stabilization.....	85,369
	\$ 204,210

† Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at punitive rates in other services; and "constructive allowances, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reason, should be shown in Schedule 54(C) and not included in this return.)

RAIL-LINE EXPENSES, INCLUDING WAYR TRANSFERS

RAILROAD CORPORATIONS—OPERATING—A.

322. ROAD PROPERTY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 266, "Road property—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
301	(1) Engineering.....	87	485
302	(2½) Other right-of-way expenditures.....		
303	(3) Grading.....	68	577
304	(5) Tunnels and subways.....	24	956
305	(6) Bridges, trestles, and culverts.....	987	889
306	(7) Elevated structures.....		
307	(13) Fences, snowsheds, and signs.....	2	155
308	(16) Station and office buildings.....	1 333	183
309	(17) Roadway buildings.....	48	900
310	(18) Water stations.....	6	925
311	(19) Fuel stations.....	22	327
312	(20) Shops and enginehouses.....	223	323
313	(21) Grain elevators.....		
314	(22) Storage warehouses.....		
315	(23) Wharves and docks.....		
316	(24) Coal and ore wharves.....		
317	(25) TOFC/COFC terminals.....	42	268
318	(26) Communication systems.....	122	237
319	(27) Signals and interlockers.....	947	615
320	(29) Power plants.....	2	774
321	(31) Power-transmission systems.....	53	506
322	(35) Miscellaneous structures.....	25	253
323	(37) Roadway machines.....	834	574
324	(39) Public improvements—Construction.....	51	992
325	All other road accounts.....		
326	Total (account 266).....	4 885	939

324. RETIREMENTS—ROAD

Give the particulars called for with respect to the amount included in account 267, "Retirements—Road," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
341	(1) Engineering.....	(50)	109
342	(2½) Other right-of-way expenditures.....		
343	(3) Grading.....	(346)	963
344	(5) Tunnels and subways.....	6	982
345	(8) Ties.....	(16)	233
346	(9) Rails.....	(128)	850
347	(10) Other track material.....	384	481
348	(11) Ballast.....	(162)	974
349	(12) Track laying and surfacing.....	30	714
350	(38) Roadway small tools.....		
351	(39) Public improvements—Construction.....	5	686
352	(43) Other expenditures—Road.....		
353	(76) Interest during construction.....	(13)	344
354	(77) Other expenditures—General.....	(10)	005
355	(80) Other elements of investment.....		
356	All other road accounts.....	6	807
357	Total (account 267).....	(293)	818

322. ROAD PROPERTY—DEPRECIATION

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Line No.						
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services				Total passenger expense			Other expenses not related to either freight or to passenger and allied services		
(c)			(d)			(e)			(f)			(g)				(h)			(i)		
\$			\$			\$			\$			\$			\$			\$			
				86	566		86	566						919			919				301
				67	857		67	857						720			720				302
				24	694		24	694						262			262				303
				977	516		977	516					10	373		10	373				304
				2	132		2	132						23			23				305
			1	319	185	1	319	185					13	998		13	998				307
				48	387		48	387						513			513				308
				6	852		6	852						73			73				309
				22	093		22	093						234			234				310
				220	978		220	978					2	345		2	345				311
																					312
																					313
																					314
																					315
				41	824		41	824						444			444				316
				120	954		120	954					1	283		1	283				317
				937	665		937	665					9	950		9	950				318
				2	745		2	745						29			29				319
				52	944		52	944						562			562				320
				24	988		24	988						265			265				321
				825	811		825	811					8	763		8	763				322
				51	446		51	446						546			546				323
																					324
			4	834	637	4	834	637					51	302		51	302				325
																					326

324. RETIREMENTS—ROAD

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Line No.							
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services				Total passenger expense			Other expenses not related to either freight or to passenger and allied services			
(c)			(d)			(e)			(f)			(g)				(h)			(i)			
\$			\$	(49	917)	\$	(49	917)	\$			\$		(192)	\$		(192)	\$				
				(345	645)		(345	645)						(1	318)		(1	318)				
				6	955		6	955						27			27					
				(16	171)		(16	171)						(62)			(62)					
				(128	370)		(128	370)						(490)			(490)					
				383	020		383	020					1	461		1	461					
				(162	355)		(162	355)						(619)			(619)					
				30	597		30	597						117			117					
				5	664		5	664						22			22					
				(13	293)		(13	293)						(51)			(51)					
				(9	967)		(9	967)						(38)			(38)					
				6	781		6	781						26			26					
				(292	701)		(292	701)						(1	117)		(1	117)				

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 305, "Shop and power-plant machinery—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
391	(44) Shop machinery.....	174	581
392	(45) Power-plant machinery.....	15	065
393	Total (account 305).....	189	646

328. RETIREMENTS—EQUIPMENT

Give the particulars called for with respect to the amount included in account 330, "Retirements—Equipment," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
401	(52) Locomotives.....	(7)	239
402	(53) Freight-train cars.....	(223)	331
403	(54) Passenger-train cars.....	(5)	699
404	(55) Highway revenue equipment.....		
405	(56) Floating equipment.....		
406	(57) Work equipment.....	(3)	650
407	(58) Miscellaneous equipment.....		
408	(76) Interest during construction.....		
409	(77) Other expenditures—General.....		
410	(80) Other elements of investment.....		
411	Total (account 330).....	(239)	919

330. EQUIPMENT—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 331, "Equipment—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
431	(52) Locomotives—Yard.....	398	230
432	(52) Locomotives—Other.....	6	704 860
433	(53) Freight-train cars.....	16	839 989
434	(54) Passenger-train cars.....		502 554
435	(55) Highway revenue equipment.....	1	390 603
436	(56) Floating equipment.....		
437	(57) Work equipment.....	614	101
438	(58) Miscellaneous equipment.....	370	998
439	Total (account 331).....	26	821 335

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS											Other expenses not related to either freight or to passenger and allied services	Line No.		
Expenses related solely to freight service			Common expenses apportioned to freight service		Total freight expense		Related solely to passenger and allied services		Common expenses apportioned to passenger and allied services				Total passenger expense	
(e)			(d)		(e)		(f)		(g)		(h)		(i)	
\$			\$		\$		\$		\$		\$		\$	
				164 106		134 106				10 475		10 475		391
				14 161		14 161				904		904		392
				178 267		178 267				11 379		11 379		393

328. RETIREMENTS—EQUIPMENT—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS													Line No.								
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
	(4 520)						(4 520)			(2 719)						(2 719)					401
	(223 331)						(223 331)														402
										(5 699)						(5 699)					403
																					404
																					405
	(3 650)						(3 650)														406
																					407
																					408
																					409
	(231 501)						(231 501)			(8 418)						(8 418)					410
																					411

330. EQUIPMENT—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS														Other expenses not related to either freight or to passenger and allied services	Line No.					
Expenses related solely to freight service (e)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)				Total passenger expense (h)				
\$			\$			\$			\$			\$			\$			\$		
	398	230					398	230												431
	6	696 042					6	696 042		8	818					8	818			432
	16	839 989					16	839 989												433
										502	554					502	554			434
	1	390 603					1	390 603												435
																				436
					610 969			610 969					3	132		3	132			437
					358 495			358 495					12	503		12	503			438
	25	324 864			969 464		26	294 328		511	372		15	635		527	007			439

350. RAILWAY TAX ACCRUALS

1. In Sections A and B show the particulars called for with respect to net accruals of taxes on railroad property, and U.S. Government taxes charged to account 532, "Railway tax accruals" of the re-

spondent's Income account for the year.

2. In Section C show an analysis and distribution of Federal income taxes.

A. Other Than U.S. Government Taxes				B. U.S. Government Taxes			
Line No.	State (a)	Amount (b)	Kind of tax (c)	Amount (d)	Line No.		
1	Alabama	\$ 2,033 746	Income taxes:	\$ x x x x x	58		
2	Alaska		Normal tax and surtax	10 725 571	59		
3	Arizona		Excess profits		60		
4	Arkansas		TOTAL-Income taxes	12 926 040	61		
5	California		Old-age retirement*	2 256 565	62		
6	Colorado		Unemployment insurance		63		
7	Connecticut		All other United States taxes	25 038 176	64		
8	Delaware	26 972	Total-U.S. Government taxes		65		
9	Florida	3,004 510	GRAND TOTAL-Railway Tax Accruals	40 746 270	66		
10	Georgia		(account 532)				
11	Hawaii						
12	Idaho	502 211	C. Analysis of Federal Income Taxes				
13	Illinois	584 595	Provision for income taxes based on taxable net income recorded in the accounts for the year	\$ 28 404 430	68		
14	Indiana		Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation	3 523 953	69		
15	Iowa		Net increase (or decrease) because of accelerated amortization of facilities under section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation	1 396 951	70		
16	Kansas	353 429	Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1962	4 043 998	71		
17	Kentucky	84	Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis used for book depreciation	11 240 304	72		
18	Louisiana		Net decrease or (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code	1 200	73		
19	Maine				74		
20	Maryland				75		
21	Massachusetts				76		
22	Michigan				77		
23	Minnesota	59 016			78		
24	Mississippi				79		
25	Missouri				80		
26	Montana				81		
27	Nebraska				82		
28	Nevada				83		
29	New Hampshire				84		
30	New Jersey				85		
31	New Mexico				86		
32	New York	2,528 729			87		
33	North Carolina						
34	North Dakota						
35	Ohio						
36	Oklahoma						
37	Oregon						
38	Pennsylvania						
39	Rhode Island	1 956 403					
40	South Carolina						
41	South Dakota	2 619 877					
42	Tennessee						
43	Texas						
44	Utah						
45	Vermont	1 855 529					
46	Virginia						
47	Washington						
48	West Virginia						
49	Wisconsin						
50	Wyoming	37 135					
51	District of Columbia						
52	OTHER	x x x x x					
53	Canada						
54	Mexico	50 528					
55	Puerto Rico						
56							
57	TOTAL-Other than U.S. Government taxes	15,702 094					

Note.-The amount shown on line 30 should equal line 83; the amount shown on line 82 should equal line 87.

*Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:

Hospital insurance \$ 614,774
Supplemental annuities 1,831,035

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

1. Give particulars called for with respect to road and equipment leased to others during the year, the rent of which is includible in account No. 509, "Income from lease of road and equipment."

2. If the respondent leased to others during all or any part of the year any road and equipment upon which no rent receivable accrued, give particulars in a footnote. Properties leasing at less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Description of property (a)	Name of lessee (b)	Total rent accrued during year (account 509) (c)	
			\$	
1	Minor items, each less than \$100,000 per annum			39,783
2				
3				
4				
5				
6				
		Total		39,783

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

Give brief abstracts of the terms and conditions of the leases under which the above-stated rents are derived, showing particularly (1) the date of the grant, (2) the chain of title (in case of assignment or subletting) and dates of transfer connecting the original parties with the present parties, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease will terminate, or, if the date of termination has not yet been fixed, the provisions governing the termination of the lease. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

Copies of leases may be filed in lieu of abstracts above called for. References to copies filed in prior years should be specific.

If the respondent has any reversionary interest in railroad property from which it derives no rent, give the particulars hereunder; if it has no such reversionary interest, state that fact.

NOTE.—Only changes during the year are required.—Indicate the year in which reference was made to the original lease, and also the year or years in which any change in lease was mentioned.

None

372. MISCELLANEOUS RENT INCOME

Give particulars of rents receivable accrued for use of all properties not otherwise specified under rents receivable. This account is for rent income from property not operated by the respondent but the cost of which is properly included in cost of road and equipment. It should not be confused with operating revenue account No. 142, "Rents of buildings and other property", which is for rent revenue from operated property

in road and equipment the cost of operation of which cannot be separately stated.

Properties renting at less than \$100,000 per annum may be combined under a single entry designated "Minor items, each less than \$100,000 per annum."

Line No.	Description of Property		Name of lessee (c)	Amount of rent (d)	
	Name (a)	Location (b)		\$	
31	Minor items, each less than \$100,000 per annum				849,672
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
			Total		849,672

375. SEPARATELY OPERATED PROPERTIES--PROFIT OR LOSS

Give particulars of the several separately operated properties of companies having a corporate existence separate and distinct from that of the respondent, the profits or losses resulting from the operation of which are receivable or payable in whole or in part by the respondent, and for each such separately operated property state the amount of such profits or losses accrued to the respondent during the year. Separately operated prop-

erties, each having a profit or loss accrued to respondent of less than \$100,000 during the year, may be combined under a single entry designated "Minor items, each less than \$100,000."

No dividends or other returns on securities held by or for the respondent should be shown hereunder nor any interest on construction advances or other loans.

Line No.	Description of property operated (a)	Location of property (b)	Name of operator (c)	ACCRUED TO RESPONDENT			
				Profit (d)		Loss (e)	
1				\$		\$	
2							
3							
4							
5		None					
6							
7							
8							
9							
10			TOTAL				

376. HIRE OF FREIGHT CARS

1. Show a recapitulation of the total amounts credited and charged during the year to hire of freight cars on account of freight cars leased, freight cars interchanged, private and individual cars, auto racks and highway trailers. The difference between the total amount receivable and the total amount payable should be entered as a balance, receivable or payable as the case may be, and should be consistent with the entry for hire of freight cars in the Income Account, on page 300.

2. In column (b) show the total car-miles, both loaded and empty whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b), lines 1 through 4, relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis, for which payments are reported in columns (d) and (f). Exclude from lines 1 through 4, data applicable to TOFC and COFC cars and cars rented on a combination mileage and per diem* basis. These exclusions should be reported in lines 5 and 6 through 16.

3. On line 5, column (b), enter the total miles, loaded plus empty, incurred on lines of respondent by TOFC and COFC cars for which payments are reported in columns (d) and (f). In columns (c) through (f), as applicable, enter the rentals paid for TOFC and COFC cars regardless of basis for charges.

4. On lines 6, 7, and 8 report data applicable to all cars the rentals for which are charged only on a combination mileage and per diem* basis. Car-miles loaded and empty, reported in column (b), lines 6, 7, and 8, relate to total car-miles incurred on lines of respondent by cars rented on a combination mileage and time basis* for which payments are reported in columns (d) and (f). Exclude from lines 6, 7, and 8, data reported on lines 1 through 5 and 9 through 16.

5. On lines 9 through 14 report the per diem (time portion) charges applicable to cars rented on a combination mileage and per diem* basis for which the mileage portion was reported on lines 6, 7, and 8. Report on line 15, columns (c) and (d), the car-days paid for and for which payments were received applicable to the unequipped boxcar charges reported on lines 9 through 12. Report on line 16, columns (c) and (d), the car-days paid for and for which payments were received applicable to cars, other than unequipped box cars, for which charges are reported on line 13.

6. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be included on line 17, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on lines 6 through 16, column (c).

7. Line 21 refers to the auto racks separate and apart from the cars on which the racks are installed.

*Combination mileage and per diem refers to cars moving at rates per mile and per day prescribed by the Commission in Docket No. 31358 or updated computations thereof.

Line No.	Item	Car-miles (loaded and empty) See instructions 2, 3, and 4	CARS OF RESPONDENT OR OTHER CARRIERS (Excluding cars of private car lines)		CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines)	
			Gross amount receivable (c)	Gross amount payable (d)	Gross amount receivable (e)	Gross amount payable (f)
	FREIGHT CARS					
	<u>Mileage Basis:</u>					
1	Tank cars-----	62,314,540	\$ 37,482	\$	\$	\$ 5,229,020
2	Refrigerator cars-----	17,779,963		45,954		944,750
3	All other cars-----	28,571,092				1,241,719
4	Total (Lines 1-3)-----	108,665,595	37,482	45,954		7,415,489
5	TOFC and/or COFC Cars-----	56,332,539				2,315,053
	<u>Combination Mileage and</u>					
	<u>Per Diem Basis:</u>					
	<u>Mileage Portion:</u>					
6	Unequipped box cars-----	158,169,531	4,180,542	3,578,901		
7	All other per diem cars-----	318,144,720	7,254,202	7,200,922		
8	Total (Lines 6 and 7)-----	476,414,251	11,434,744	10,779,823		
	<u>Per Diem Portion:</u>					
	<u>Unequipped Box Cars:</u>					
	U.S. Ownership:					
9	Basic-----		9,755,195	7,176,694		
10	Incentive-----		3,622,370	1,480,395		
	Canadian Ownership:					
11	Basic-----		115,875	194,562		
12	Incentive-----		40,760	56,360		
13	All Other Per Diem Cars-----		16,091,765	15,736,982		
14	Total Per Diem Portion (Lines 9-13)-----		29,625,965	24,645,393		
15	Car-days Paid For Unequipped Box Cars-----		3,371,861	2,389,063		
16	Car-days Paid For, All Other Per Diem Cars-----		5,496,789	5,100,164		
17	Lensed Rental-Railroad, Insurance and Other Companies-----		\$	\$	\$ 267,854	\$ 3,765,362
18	Other Basis-----		598,057	638,567		1,109,837
	OTHER FREIGHT CARRYING EQUIPMENT					
19	Refrigerated Highway Trailers-----			282,362		
20	Other Highway Trailers-----		646,237	970,461	786,662	1,181,336
21	Auto Racks-----		1,912,110	1,210,089		
22	GRAND TOTAL (Lines 4, 5, 8, 14 & 17-21)-----		44,254,595	38,572,649	1,054,516	15,787,977
23	NET BALANCE CARRIED TO INCOME ACCOUNT: CREDIT \$			or	DEBIT \$	9,050,615
	Net Balance of Unequipped box car rentals included in Line 23:					
24	Basic-----		Credit \$ 2,499,414		or Debit \$	
25	Incentive-----		Credit \$ 2,126,375		or Debit \$	

377. LOCOMOTIVE RENTALS

Give an analysis as requested of amounts credited to account 504, "Rent from locomotives," and amounts charged to account 537, "Rent for locomotives," on account of locomotives leased or otherwise rented.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Locomotives of respondent or other carriers:	xx	xx	xx	xx	xx	xx	
2	Mileage basis.....	5	779	935	6	217	662	
3	Per diem basis.....							
4	Other basis.....							
5	Locomotives of individuals and companies not carriers:	xx	xx	xx	xx	xx	xx	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....		456	960		2	071	053
9	Other basis.....							
10	Total.....	6	236	895	8	288	715	

378. PASSENGER-TRAIN CAR RENTALS

Show a recapitulation of the total amounts credited to account 505, "Rent from passenger-train cars," and amounts charged to account 538, "Rent for passenger-train cars," on account of passenger cars leased, passenger cars interchanged, and private or individual cars.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Cars of respondent or other carriers:	xx	xx	xx	xx	xx	xx	
2	Mileage basis.....		442	677		227	395	
3	Per diem basis.....							
4	Other basis.....							
5	Cars of individuals and companies not carriers:	xx	xx	xx	xx	xx	xx	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....							
9	Other basis.....							
10	Total.....		442	677		227	395	

383. RENT FOR LEASED ROADS AND EQUIPMENT

1. Give particulars called for with respect to roads and equipment leased from others during the year, the rent for which is includible in account No. 542, "Rent for leased roads and equipment."

2. Rents payable which are not classifiable under one of the three heads provided should be explained in a footnote.

3. If the respondent held under lease during all or any part of the

year any road upon which no rent payable accrued, or if any portion of the charge shown hereunder is for construction on a line in which the respondent's leasehold interest will soon expire, give full particulars in a footnote.

4. Properties rented for less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Name of lessor or reversioner and description of property	Total rent accrued during year (Acct. 542)			CLASSIFICATION OF AMOUNT IN COLUMN (b)							
					Interest on bonds			Dividends on stocks			Cash	
(a)	(b)	(c)	(d)	(e)								
1	The A. & C.A.L. Ry. Co. Railroad	\$ 1 237 840	\$ 571 661	\$ 1 197	\$ 664 982							
2	North Carolina R.R. Co. "	296 000			296 000							
3	Sou. Ry. - Carolina Division	168 395	40 000		128 395							
4	Virginia & Southwestern Ry. Co. "	297 110	191 370		105 740							
5	Minor items, each less than \$100,000 per annum	337 785	198 060	27 720	112 005							
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20	TOTAL	2 337 130	1 001 091	28 917	1 307 128							

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

1. Give brief abstracts of the terms and conditions of the leases under which the respondent holds the properties above named, showing particularly (1) the date of the lease, (2) the chain of title and dates of transfers connecting the original lessee with the respondent in case of assignment or subletting, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease is to terminate, or, if such

date has not yet been determined, the provisions governing its determination. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

2. In lieu of the abstracts here called for, the respondent may file copies of lease agreements and give specific references to copies heretofore filed with the Commission.

NOTE.—Only changes during the year are required.

None

384. MISCELLANEOUS RENTS

Give particulars of all properties the rents on which were charged by the respondent during the year to Income, under the head "Miscellaneous rents," showing for each item the total charge therefor to Income. Items amounting to less than \$100,000 for the year may be combined into a single entry designated "Minor items, each less than \$100,000."

Line No.	Description of Property		Name of lessor (e)	Amount charged to Income (d)	
	Name (a)	Location (b)			
31	Minor items, each less than \$100,000			\$	4 552
32					
33					
34					
35					
36					
37					
38					
39					
40				TOTAL	4 552

394. ITEMS IN SELECTED INCOME AND RETAINED INCOME ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 570, "Extraordinary items"; 580, "Prior period items"; 590, "Federal income taxes on extraordinary and prior period items"; 606, "Other credits to retained income"; 618, "Other debits to retained income"; 620, "Appropriations for sinking and other reserve funds"; 621, "Appropriations for other purposes"; and 622, "Appropriations released". Give brief description of each item amounting to \$100,000 or more included during the year in accounts 519,

"Miscellaneous income", and 551, "Miscellaneous income charges"; items less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the total for each account shall be shown corresponding to the amounts in Schedules 300 and 305, as appropriate. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Debits (c)		Credits (d)	
1	519	Gain on acquisition of Southern Railway Company Bonds			597	379
2		Gain on sale of property - various			261	422
3		Estimated recovery under service interruption policy			7	562
4		Other items, each less than \$100,000			141	270
5		Total 519			8	562
6						929
7						
8	551	Write-off of Reading Co. receivables	107	948		
9		Loss on sale of General Motors 3-3/4% Preferred stock	273	378		
10		Loss on sale of General Motors 5% Preferred stock	174	786		
11		Loss on sale of E. I. DuPont de Nemours & Co. 4 1/2% Pfd. stock	349	183		
12		American Association of Railroads - Advertising ASTRO	149	776		
13		Write-off agents receivable in dispute	138	781		
14		Interest accruals on Federal Income Tax deficiency	772	206		
15		Other items, each less than \$100,000	660	051		
16		Total 551	2	626	109	
17						
18	616	Amortization of excess of cost over appraised value of property	2	383	837	
19		Loss on issuance of 26,290 shares of treasury stock over gain realized on their acquisition			26	643
20		Total 616	2	410	480	
21						
22						
23	620	Incentive per diem funds		935	602	
24						
25	622	Incentive per diem funds			1	325
26						602
27						
28						
29						
30						

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED INCOME ACCOUNTS

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

411. MILEAGE OPERATED AT CLOSE OF YEAR
(For other than switching and terminal companies)

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.								Miles of way switching tracks		Miles of yard switching tracks		Total	
				Miles road		Miles of second main track		Miles of all other main tracks		Miles of passing tracks, cross-overs, and turn-outs							
				(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)			
1	1	Sou. Ry. Co.	M	2,520	56	277	82	11	70	366	79	340	91	807	48	4,324	26
2	1J	Sou. Ry. Co.	2/3	M										0	30	0	30
3		1/2	M							0	06	6	54	4	45	11	05
4		1/3	M											1	75	1	75
5		1/4	M									0	04	2	40	2	44
6		1/5	M									0	03			0	02
7		Total Class 1JM								0	06	6	61	8	90	15	57
8		Total Class 1M & 1JM		2,520	56	277	82	11	70	366	85	356	52	816	38	4,349	83
9	1	Sou. Ry. Co.	100%	B	1,599	74	0	78		78	16	188	31	139	44	2,006	43
10	1J	Sou. Ry. Co.	2/3	B						0	04					0	04
11		1/2	B	1	07					0	38	1	17	5	44	8	06
12		1/3	B											0	11	0	11
13		Total Class 1JB			1	07				0	42	1	17	5	55	8	21
14		Total Class 1B & 1JB		1,600	81	0	78			78	58	189	48	144	99	2,014	64
15		Total Class 1M & 1JB		4,121	37	278	60	11	70	445	43	546	00	961	37	6,364	47
16	3A	100%	M	501	90	149	39	1	69	46	67	113	46	105	69	920	80
17	3AJ	1/2	M							0	12	1	37	2	17	3	66
18		Total Class 3AM & 3AJM		501	90	149	39	1	69	48	79	114	83	107	86	924	46
19	3A	100%	B	132	58					8	15	18	06	12	23	171	02
20		Total Class 3AM & 3AB		634	48	149	39	1	69	56	94	132	89	120	09	1,095	48
21	3B	100%	M	230	85	49	03	0	54	38	33	26	06	77	45	422	26
22	3BJ	1/2	M											0	88	0	88
23		1/3	M					4	57	0	91			75	50	80	98
24		Total Class 3BJM						4	57	0	91			76	38	81	86
25		Total Class 3BM & 3JM		230	85	49	03	5	11	39	24	26	06	153	83	504	12
26	3B	100%	B	13	91					0	27	0	72			14	90
27		Total Class 3BJ & 3BE		244	76	49	03	5	11	39	51	26	78	153	83	519	02
28	4A	100%	M	424	25	2	04	1	10	38	21	60	97	90	56	617	13
29	4AJ	1/2	M											4	45	4	45
30		1/3	M									3	07			3	07
31		Total Class 4AJM										3	07	4	45	7	52
32		Total Class 4AM & 4AJM		424	25	2	04	1	10	38	21	64	04	95	01	624	63
33	4A	100%	B	290	78					9	42	27	54	5	14	332	58
34		Total Class 4AM & 4AB		715	03	2	04	1	10	47	33	91	58	100	15	957	23
35		100%	M	246	50	111	94	32	34	40	62	10	43	300	88	742	71
36		100%	B	61	01					6	58	35	64	22	29	125	52
37		Total Class 5M & 5B		307	51	111	94	32	34	47	20	46	07	323	17	868	23
38																	
39																	
40																	
41																	
42																	
43																	
44																	
45																	
46																	
47																	
48																	
49																	
50																	
51																	
52																	
53																	
54																	
55		TOTAL MAIN LINE		3,924	06	590	22	51	94	533	71	571	88	1,473	96	7,145	77
56		TOTAL BRANCH LINES		2,099	09	0	78			102	70	271	44	184	65	2,658	66
57		GRAND TOTAL		6,023	15	591	00	51	94	636	41	843	32	1,658	61	9,804	43
58		Miles of road or track electrified (included in preceding grand total)		- 0 -													

411-A. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	Southern Railway Co.	B	9.04			0.84	0.37		10.25
2	"	"	B	9.91			0.19	1.24		11.34
3	"	"	M					1.46		1.46
4	"	"	B	5.17						5.17
5	"	"	M						3.20	3.20
6	"	"	M					0.23		0.23
7	"	"	M						1.01	1.01
8	"	"	M					0.64		0.64
9	"	"	M					0.00		0.00
10	"	"	B	9.93			1.27	0.83		12.03
11	"	"	M			0.11				0.11
12	"	"	M						0.06	0.06
13	"	"	B	10.64			0.14	3.25		14.03
14	"	"	B	3.76			0.13	1.11		5.00
15	"	"	B	1.84			0.03	0.25		2.12
16	"	"	B	0.02						0.02
17	"	"	M	0.25						0.25
18.4A	"	"	M	6.17						6.17
19.3A	"	"	B	12.03				0.17		12.20
20.3A	"	"	B	28.55				0.63	0.33	29.51
21.1	"	"	B				0.03	0.31		0.34
22		Total		97.36		0.11	2.63	10.49	4.60	115.19

REFERENCES FOR SCHEDULE 411-A, MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR:-

Line 1 - Orange, Va., to Gordonsville, Va., 9.04 miles, leased to Chesapeake & Ohio Ry. Co. under agreement dated December 23, 1890 effective March 1, 1890, for 99 years and one month, renewable thereafter forever, at an annual rental of \$6,000.

Line 2 - Line from Anderson, S.C., to Belton, S.C., 9.91 miles, leased to Blue Ridge Ry. Co., under agreement dated December 27, 1901, and supplemental agreement dated April 1, 1940 decreases rental to \$5,000.00, from April 1, 1940. (Assigned to Carolina and Northwestern Agreement dated July 1, 1951).

Line 3 - Track near Seneca, S.C., leased to Blue Ridge Ry. Co., under agreement dated April 27, 1912, terminable upon end of control of A&C Air Line by Southern Ry. Co. Rental \$600.00 per annum. (Assigned to Caro. & N.W. Ry. Agreement dated July 1, 1951).

Line 4 - Ware Shoals Junction, S.C., to End of Line, 5.17 Miles, operated by Ware Shoals Railroad Company under agreement dated August 23, 1908, for which no rent was charged.

Line 5 - Yard Tracks at Louisville, Ky., leased to Kentucky and Indiana Terminal R.R. Co., under agreement dated January 26, 1917, supplemental agreements of March 30, 1921 and October 10, 1958, term cable upon 18 months notice. Rental \$5,252. per annum.

Line 6 - Track at Durham, N.C., - .23 mile - leased to Norfolk & Western Railway under agreement dated May 1, 1905, to continue during life of 99 year lease between Southern Railway and North Carolina Railroad. Rental \$240.00 per annum.

- Continued on Page 515 -

412. MILES OF ROAD AT CLOSE OF YEAR—BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement,

should be shown in columns (b), (c), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as

may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j). Lengths should be stated to the nearest hundredth of a mile.

Line No.	State or territory (a)	ROAD OPERATED BY RESPONDENT										LINE OWNED, NOT OPERATED BY RESPONDENT				New line constructed during year (k)
		LINE OWNED				Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)		Branch lines (j)			
		Main line (b)	Branch lines (c)													
1	Dist. of Columbia									3 43	3 43					
2	Virginia	234 34	338 77			68 00			40 07	681 18			37 59			
3	North Carolina	242 24	465 97			314 94		138 75	121 11	1,283 01						
4	South Carolina	194 65	142 86			136 12		526 24		999 87			21 25			
5	Georgia	453 98	132 45			170 22		50 04	39 41	846 10			12 03			
6	Alabama	556 20	231 99			147 12			28 58	963 89			26 49			
7	Mississippi	34 13				9 75			1 81	45 69						
8	Tennessee	461 15	144 98			31 46			44 97	682 56						
9	Kentucky	83 01	25 31						24 71	133 03						
10	Indiana	116 83	116 96			1 63			2 01	237 43						
11	Illinois	144 03	1 11						1 82	146 96						
12																
13																
14																
15																
16	TOTAL MILEAGE (single track)	2,520 56	1,600 40			879 24		715 03	307 92	6,023 15			97 36			

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switch, and terminal companies only)

Give particulars of all tracks operated by the respondent at the close of the year.

Classify the tracks, as follows:

- (1) Tracks owned by the respondent;
- (2) Tracks operated by the respondent but owned by the respondent's proprietary corporations;
- (3) Tracks operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other consideration, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Tracks operated under trackage rights.

Name all the tracks of each class before any of a later class, and insert in column (a) before the name of each owner the figure (and letter, if any) indicating its class in accordance with the preceding classification.

Give subtotals for each of the several numbered classes.

Class (1) includes all tracks 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 relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

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

Tracks held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached, and full particulars showing all of the joint or common title holders, and the extent of their respective interests should be shown in a memorandum attached to the schedule.

Line No.	Class (a)	Name of owner (b)	Location (c)	Character of business (d)	Total mileage operated (e)	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
Total						
Miles of road or track electrified (included in each preceding total)						

TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE

21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
Total						

30 Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual?

If so, give name, address, and character of business of corporation, firm, or individual. Name _____ Address _____

Character of business _____

41A. MILES OF TRACKS AT CLOSE OF YEAR—BY STATES AND TERRITORIES

(For switching and terminal companies only)

Give particulars, as of the close of the year, of all tracks operated and of all owned but not operated. The respondent's proportion of operated tracks held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (d), or (e), as may be appro-

priate. The remainder of jointly operated mileage should be shown in column (f). Tracks owned, not operated by respondent (including respondent's proportion of jointly owned tracks, not operated), should be shown in column (A). If any of the tracks returned in column (A) are operated by other than

the respondent, the name of the company or individual operating them and the conditions under which they are held for operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in column (A). Lengths should be stated to the nearest hundredth of a mile.

Line No.	State or Territory (a)	TRACKS OPERATED						Tracks owned, not operated by respondent (h)	New tracks constructed during year (i)
		Tracks owned (b)	Tracks of proprietary companies (c)	Tracks operated under lease (d)	Tracks operated under contract, etc. (e)	Tracks operated under trackage rights (f)	Total mileage operated (g)		
1									
2									
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417. INVENTORY OF EQUIPMENT

Instructions for reporting locomotive and passenger-train car data, pages 404 and 405:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to

an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other" unit includes all units other than die-

sel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification.

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes), or tractive effort of steam locomotive units; 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.

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (h)+(i))	Aggregate capacity of units reported in col. (i) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
Locomotive Units												
1	Diesel-Freight-----A units	598	39				4	533	100	633	(H.P.) 1,399,350	20
2	Diesel-Freight-----B units											
3	Diesel-Passenger-----A units	3					3					
4	Diesel-Passenger-----B units											
5	Diesel-Multiple purpose--A units											
6	Diesel-Multiple purpose--B units											
7	Diesel-Switching-----A units	93					2	91		91	101,960	
8	Diesel-Switching-----B units	5						5		5	5,000	
9	Total (lines 1 to 8)-----	699	39				9	629	100	729	1,506,310	20
10	Electric-Freight-----											
11	Electric-Passenger-----											
12	Electric-Multiple purpose-----											
13	Electric-Switching-----											
14	Total (lines 10 to 13)-----											
15	Other-----											
16	Grand total (lines 9, 14, 15)-----	699	39				9	629	100	729	XXXX	20

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

Type or design of units	Before Jan. 1, 1950	Between Jan. 1, 1950, and Dec. 31, 1954	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	DURING CALENDAR YEAR					TOTAL
						1970	1971	1972	1973	1974	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
17 Diesel-----	145	115	24	85	282	39	39				729
18 Electric-----											
19 Other-----											
20 Total (lines 17 to 19)-----	145	115	24	85	282	39	39				729

417. INVENTORY OF EQUIPMENT-Continued												
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS												
Line No.	Class of equipment and car designations (a)	Units in service of respondent at beginning of year (b)	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			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)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)+(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)
PASSENGER-TRAIN CARS												
<i>Non-Self-Propelled</i>												
21	Coaches [PA, PB, PBO]-----	101				5	25	81		81	(Seating capacity) 3,955	
22	Combined cars [All class C, except CSB]-----	15				2	8	9		9	187	
23	Parlor cars [PBC, PC, PL, PO]-----	12					1	41		41	1,066	
24	Sleeping cars [PS, PT, PAS, PDS]-----	17					8	9		9	XXXX	
25	Dining, grill and tavern cars [All class D, PD]-----	10					5	5		5	XXXX	
26	Postal cars [All class M]-----											
27	Non-passenger carrying cars [All class B, CSB, PSA, IA]-----	134				7	99	35		35	XXXX	
28	Total (lines 21 to 27)-----	319					146	180		180	5,208	
<i>Self-Propelled Rail Motorcars</i>												
29	Electric passenger cars [EP, ET]-----											
30	Electric combined cars [EC]-----											
31	Internal combustion rail motorcars [ED, EG]-----											
32	Other self-propelled cars (Specify types)-----											
33	Total (lines 29 to 32)-----											
34	Total (lines 28 and 33)-----	319				7	146	180		180	5,208	
COMPANY SERVICE CARS												
35	Business cars [PV]-----	17					1	16		16	XXXX	
36	Boarding outfit cars [MWX]-----	43				2	1	44		44	XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]-----	30					1	29		29	XXXX	
38	Dump and ballast cars [MWB, MWD]-----	197	104				13	288		288	XXXX	
39	Other maintenance and service equipment cars-----	901	27			111	14	1,025		1,025	XXXX	
40	Total (lines 35 to 39)-----	1,188	131			113	30	1,402		1,402	XXXX	

417. INVENTORY OF EQUIPMENT-Continued

Instructions for reporting freight-train car data, pages 406 and 407:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (p) give the number of units purchased new or built in company shops. In column (q) 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 (x); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (u); units rented from others for a period less than one year should not be included in column (v).

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

UNIT OWNED, INCLUDED IN INVESTMENT									
Line No.	Class of equipment and car designations (m)	Units in service of respondent at beginning of year		CHANGES DURING THE YEAR					Units retired from service of respondent whether owned or leased, including reclassification (t)
		Per diem (n)	Non-per diem (o)	UNITS INSTALLED					
				New units purchased or built ¹ (p)	New units leased from others (q)	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (r)	All other units, including reclassification and second hand units purchased or leased from others (s)		
FREIGHT-TRAIN CARS									
41	Box-General Service (unequipped) (All B (except B080), L070, R-00, R-01)	13,501		1,367	130			598	1,200
42	Box-General Service (equipped) (A-20, A-30, A-40, A-50, R-06, R-07)	8,739		820				153	1,019
43	Box-Special Service (A-00, A-10, B080)	885						65	11
44	Gondola-General Service (All G (except G-9-))	4,412		331				17	261
45	Gondola-Special Service (G-9-, J-00, all C, all E)	687							12
46	Hopper (open top)-General Service (All H (except H-70))	7,757		660				23	642
47	Hopper (open top)-Special Service (H-70, J-10, all K)	762							38
48	Hopper (covered) (L-5-)	4,886		410					64
49	Tank (All T)		50						1
50	Refrigerator (meat)-Mechanical (R-11, R-12)								
51	Refrigerator (other than meat) -Mechanical (R-04, R-10)	5							
52	Refrigerator (meat)-Non-Mechanical (R-02, R-08, R-09, R-14, R-15, R-17)								
53	Refrigerator (other than meat) -Non-Mechanical (R-03, R-05, R-13, R-16)								
54	Stock (All S)	52							
55	Autorack (F-5-, F-6-)	799		66				5	154
56	Flat-General Service (F10-, F20-)								
57	Flat-Special Service (F30-, F-1-, F-20, F-30, F-40, F-9-, L-2-, L-3-)	6,371		3				5	635
58	Flat-TOFC (F-7-, F-8-)							1	86
59	All other (L-0-, L-1-, L-4-, L080, L090)	148							
60	Total (lines 41 to 59)	48,981	50	3,657	130			867	4,123
61	Caboose (All N)	XXXX	327	86				1	44
62	Total (lines 60 and 61)	48,981	377	3,743	130			868	4,167
63	Grand total, all classes of cars (lines 34, 40 and 62)	48,981	1,884	3,874	130			988	4,343
FLOATING EQUIPMENT									
64	Self-propelled vessels (Tugboats, car ferries, etc.)	XXXX							
65	Non-self-propelled vessels (Car floats, lighters, etc.)	XXXX							
66	Total (lines 64 and 65)	XXXX	NONE						
				New units purchased or built		Units rebuilt or acquired			
				General funds		Incentive funds		General funds	
				Incentive funds				Incentive funds	
¹ Box, unequipped (which relate to incentive per diem order)				1,231		127		NONE	
								NONE	

417. INVENTORY OF EQUIPMENT--Continued

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

5. Freight-train car type codes shown in column (m) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to

permit a single code to represent several car type codes. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

6. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U. S. Class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

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

UNITS AT CLOSE OF YEAR

Owned and used (u)	Leased from others (v)	Total in service of respondent (col. (u) + (v))		Aggregate capacity of units reported in col. (w) + (x) (see ins. 4) (y)	Leased to others (z)	Line No.
		Per diem (w)	Non-per diem (x)			
14,196	200	14,396		819,211	5	41
7,891	802	8,693		591,219	12	42
891	48	939		62,691	15	43
4,499		4,499		298,675		44
675		675		65,198		45
7,765	3	7,768		634,206		46
724		724		51,532		47
4,129	1,103	5,232		517,791	79	48
49			49	4,900		49
						50
5		5		275		51
						52
						53
59		59		4,543		54
716		716		52,170		55
5,744		5,744		360,257	21	56
63		63		4,923		57
47,406	2,156	49,513	49	3,467,591	132	58
370		XXXX	370	XXXXXXXXXXXXXX	17	59
47,776	2,156	49,513	419	3,467,591	149	60
49,358	2,156	49,513	2,001	3,472,799	149	61
						62
		XXXX				63
		XXXX				64
		XXXX	NONE			65
						66

421. HIGHWAY MOTOR VEHICLE OPERATIONS

Give particulars of highway motor vehicles operated by respondent in revenue and nonrevenue service and of revenue traffic handled for the respondent by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 8; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 9; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 10. Vehicle miles in terminal service should be reported on lines 12 and 13.

In reporting traffic carried and traffic handled 1 mile on lines 14 to 21, and on lines 40 to 45, both inclusive, show the total number of tons and ton-miles of revenue freight in column (1) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

In reporting highway motor vehicles in nonrevenue service include those used in maintenance, shops, and warehouses, and transportation of company material; also buses used for transportation of company employees. Exclude automobiles used by officials and employees.

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
REVENUE SERVICE				
1	Vehicles owned or leased:			
2	Number available at beginning of year			
3	Number installed during the year			
4	Number retired during the year			
5	Number available at close of year			
6	Vehicle miles (including loaded and empty):			
7	Line haul (station to station):			
8	Passenger vehicle miles	XXXXXX		XXXXXX
9	Truck miles		XXXXXX	XXXXXX
10	Tractor miles		XXXXXX	XXXXXX
11	Terminal service:*			
12	Pick-up and delivery			
13	Transfer service			
14	Traffic carried:			
15	Tons—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
16	Tons—Revenue freight—Terminal service only	XXXXXX	XXXXXX	XXXXXX
17	Revenue passengers—Line haul	XXXXXX		XXXXXX
18	Revenue passengers—Terminal service only	XXXXXX		XXXXXX
19	Traffic handled 1 mile:			
20	Ton-miles—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
21	Revenue passenger-miles—Line haul	XXXXXX		XXXXXX
NONREVENUE SERVICE				
22	Vehicles owned or leased:			
23	Number available at beginning of year			
24	Number installed during the year			
25	Number retired during the year			
26	Number available at close of year			

*When performed by vehicles other than those used for line haul.

B. OPERATED BY OTHERS
(Revenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
40	Traffic carried:			
41	Tons—Revenue freight	XXXXXX	XXXXXX	XXXXXX
42	Revenue passengers	XXXXXX		XXXXXX
43	Traffic handled 1 mile:			
44	Ton-miles—Revenue freight	XXXXXX	XXXXXX	XXXXXX
45	Revenue passenger-miles	XXXXXX		XXXXXX

None

421. HIGHWAY MOTOR VEHICLE OPERATIONS - Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which

are not permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

A. OPERATED BY RESPONDENT - Concluded
(Revenue and nonrevenue service)

Containers (a)	Semitrailers (f)	Tractors (g)	Trailers (h)	Trucks (i)	Combination bus-trucks (j)	Line No.
						1
						2
						3
						4
						5
						6
						7
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		8
XXXXXX		XXXXXX			XXXXXX	9
XXXXXX				XXXXXX	XXXXXX	10
						11
						12
						13
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	15
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	16
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	17
				XXXXXX	XXXXXX	18
				XXXXXX		19
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		20
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	21
			361	662		22
			11	140		23
			6	113		24
			366	689		25
						26

B. OPERATED BY OTHERS - Concluded
(Revenue service)

Containers (a)	Semitrailers (f)	Tractors (g)	Trailers (h)	Truck (i)	Combination bus-trucks (j)	Line No.
						40
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	41
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	42
						43
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	44
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	45

422. HIGHWAY MOTOR-VEHICLE ENTERPRISES IN WHICH THE RESPONDENT HAD A DIRECT OR INDIRECT FINANCIAL INTEREST DURING THE YEAR

Give particulars of highway motor-vehicle enterprises (excluding Railway Express Agency, Inc.) in which the respondent had a financial interest, either directly or indirectly, during the year.

In column (a) identify each motor-vehicle enterprise by name and address, and in column (b) state whether the respondent's interest in

such enterprise was direct or indirect. If the interest was indirect, give the names of all intermediaries.

In column (c) give the date on which respondent first acquired its direct or indirect interest in the enterprise.

Line No.	Name and address of highway motor-vehicle enterprise (a)	Nature of respondent's interest (b)	Date on which respondent's direct or indirect interest was originally acquired (c)
1			
2	Central of Georgia Motor	Indirect control of capital stock	June 17, 1963
3	Transport Company	through control of Central of	
4		Georgia Railroad Company	
5			
6			
7			
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510. GRADE CROSSINGS A—RAILROAD WITH RAILROAD

1. A crossing of a railroad with a railroad means the intersection of all the tracks on one right-of-way with all of the tracks on another right-of-way, whether or not owned or operated by the same company; thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection, if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part or all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as for example—the condition where one crossing frog is maintained by one company and the second frog by the other company, agreement should be made between carriers as to which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate rights-of-way are involved, regardless of whether or not the rights-of-way involved are owned or leased

by the same company. A cross-over from one track to another on the same right-of-way, or the use of a crossing frog for the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

2. The term "Protection" as used in this connection should include all signalling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (f) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Gates (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year	20	4		4	10	38	84	122
2	Crossings added: New crossings								
3	Change in protection								
4	Crossings eliminated: Separation of grade								
5	Change in protection								
6	Other causes								
7	Number at close of year	20	4		4	10	38	84	122
	NUMBER AT CLOSE OF YEAR BY STATES:								
8									
9	Virginia	1					1	9	10
10	North Carolina				2	2	4	9	13
11	South Carolina	2					2	13	15
12	Georgia	6	2		1	3	12	12	24
13	Alabama	7				1	8	25	33
14	Mississippi								
15	Tennessee	2			1		3	10	13
16	Kentucky	1	1			1	3		3
17	Indiana	1	1			3	5	1	6
18	Illinois							5	5
19									
20									
21									
22									
23									
24									
25									
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27									
28									
29									
30									
31									

510. GRADE CROSSINGS - Continued

B-RAILROAD WITH HIGHWAY

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks within the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at the same grade to the extent that the tracks are located within the limits of a single set of grade crossing signs or protective devices having an integrated set of actuating circuits.

2. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads or driveways not dedicated to public use. All crossings of tracks at grade with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad right-of-way.

3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the furthest left column that

applies. To avoid duplicate reporting of jointly owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested parties.

4. In columns (b) and (c) include grade crossings with or without audible signals. In columns (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible device located adjacent to the crossing. Other automatic signals reportable in column (i) include wigwags, Highway Traffic Signals or special types of train-activated devices with or without audible supplements. Include in column (j), in addition to "Railroad Crossing" crossbuck, any other static sign (except "Number of Tracks" sign) or any non-train-actuated signal such as amber continuous-flashing lights. In column (m) report other than railroad crossbuck. Totals in column (o), lines 38 and 39, should be equal, resulting in no change in the total number of crossings.

Line No.	Item of Annual Change	TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE													
		Automatic gates with flashing lights	Automatic flashing light signals	Gates manually operated		Watchmen only		Audible signals only	Other automatic signals	Total indicating warning of train approach	"Railroad Crossing" crossbuck signs only	Crossbuck signs with other fixed signs	Other fixed signs only	No signs or signals	Total crossings at grade
				24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day								
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
30	Number at beginning of year-----	124	701			2	3	7		837	1,752	2,329		356	5,274
31	Added: By new, extended or relocated highway-----											2			2
32	By new, extended or relocated railroad-----		5							5					5
33	Total added-----														
34	Eliminated: By closing or relocation of highway-----		1							1	7				8
35	By relocation or abandonment of railroad-----														
36	By separation of grades-----										1	1			2
37	Total eliminated-----														
38	Changes in protection: Number of each type added--	3	17							20	2				22
39	Number of each type deducted-----										9	12		2	23
40	Net of all changes-----	3	21							24	-15	-11		-2	-4
41	Number at close of year-----	127	722			2	3	7		861	1,737	2,318		354	5,270
42	Number at close of year by States:														
43	Virginia-----	29	63					2		94		365		37	496
44	North Carolina-----	41	175							216	219	476		18	929
45	South Carolina-----	8	101				3			112	691	93		63	959
46	Georgia-----	19	63							82	290	288			660
47	Alabama-----	9	98			2		3		112	342	404		54	912
48	Mississippi-----	1	3							4	6	24		6	40
49	Tennessee-----	11	100							111	26	370		68	575
50	Kentucky-----	2	28					2		32	40	30		14	116
51	Illinois-----	7	48							55	64	66		49	234
52	Indiana-----		43							43	59	202		45	349
53															
54															
55															
56															

511. GRADE SEPARATIONS

HIGHWAY-RAILROAD

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to

be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year	730	458	1,188
2	Added: By new, extended or relocated highway	5	5	10
3	By new, extended or relocated railroad			
4	By elimination of grade crossing ¹	2		2
5	Total added			
6	Deducted: By closing or relocation of highway			
7	By relocation or abandonment of railroad			
8	Total deducted			
9	Net of all changes	7	5	12
10	Number at close of year	737	463	1,200
	Number at close of year by States:			
11	Virginia	112	76	188
12	North Carolina	226	160	386
13	South Carolina	145	66	211
14	Georgia	93	31	124
15	Tennessee	68	78	146
16	Kentucky	18	22	40
17	Alabama	52	16	68
18	Mississippi	5	1	6
19	Illinois	10	1	11
20	Indiana	8	12	20
21				
22				
23				
24				
25				
26				
27				
28				
29				

¹Total in column (d) should correspond to total number of grade crossings eliminated "By separation of grades", Schedule 510-B, line 36, column (a).

513. TIES LAID IN REPLACEMENT

Give particulars of ties laid during the year in previously constructed tracks maintained by the respondent. Do not include any ties used in any new tracks or in track extensions.

In column (a) classify the ties as follows:

- (U) Wooden ties untreated when applied.
- (T) Wooden ties treated before application.
- (S) Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

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

In columns (d) and (g) should be shown 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 yards; and, in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

The sum of entries on lines 21, 22, and 23 should equal the total of columns (d) and (g).

Any material difference between the return on line 22 and the charge to operating expense account No. 212, or between the sum of charges to additions and betterments shown in schedules Nos. 513 and 514 and the related charge to investment account No. 8, should be explained in a footnote.

Line No.	Class or type	CROSSTIES						SWITCH AND BRIDGE TIES						Remarks							
		Total number of ties applied		Average cost per tie	Total cost of crossties laid in previously con- structed tracks dur. & year		Number of feet (board measure) applied		Average cost per M feet (board measure)	Total cost of switch and bridge ties laid in previously constructed tracks during year											
		(a)	(b)	(c)	(d)		(e)		(f)	(g)		(h)									
1	T	1	482	943	\$	6	20	\$	9	190	344	3	304	842	\$	190	21	\$	628	618	
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
16																					
17																					
18																					
19																					
20	TOTAL	1	482	943	\$	6	20	\$	9	190	344	3	304	842	\$	190	21	\$	628	618	

- 21 Amount of salvage on ties withdrawn..... \$ - 00
- 22 Amount chargeable to operating expenses..... \$ 9,618.062
- 23 Amount chargeable to additions and betterments..... \$ - 00
- 24 Estimated number of crossties in all maintained tracks:

	Number	Percent of Total
(a) Wooden ties.....	25,545,231	100.00
(b) Other than wooden ties (steel, concrete, etc.).....		
TOTAL.....	25,545,231	100.00

514. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

Give particulars of ties laid during the year in new construction, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of ties	CROSSTIES				SWITCH AND BRIDGE TIES						Remarks
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)		Number of feet (board measure) laid in tracks (e)		Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)			
											(h)	
1	T	48 500	\$ 5 40	\$ 261 727	573 424	\$ 185 57	\$ 106 412					
2	T	4 079	1 03	4 219	34 221	14 99	513					
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20	TOTAL	52 579	5 06	265 946	607 645	175 96	106 925					

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid 3.17
 22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 34.20

Note: The difference between returns in Schedule 211 Acct. 8 ties and Schedules 513 and 514 is due to adjustments. The latter Schedules include current items only.

515. RAILS LAID IN REPLACEMENT

Give particulars of all rails applied during the year in connection with replacement of rails in previously constructed tracks maintained by the respondent.

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

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

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 reckoned as one.

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 rails, should not be included in this schedule.

The sum of entries on lines 22, 23, and 24 should equal the total of columns (d) and (h).

Any material difference between the return on line 23 and the charge to operating expense account No. 214, or between the sum of charges to additions and betterments shown in schedules Nos. 515 and 516 and the related charge to investment account No. 9, should be explained in a footnote.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2	132	37 651	\$ 320 780	\$ 161 18				
2	4	100	4 814	158 057	32 83				
3	4	130	2 350	52 433	22 31				
4	4	131	3 669	101 293	27 61				
5	4	132	10 631	320 651	30 11				
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20	TOTAL	XXXX	61 115	7 022 614	114 91	XXXX			

- 21 Number of tons (2,000 lb.) of relayers and scrap rail taken up..... 56,659
- 22 Salvage value of rails released..... \$ 1,297,039
- 23 Amount chargeable to operating expenses..... \$ 4,714,103
- 24 Amount chargeable to additions and betterments..... \$ 1,011,472
- 25 Miles of new rails laid in replacement (all classes of tracks) †..... 341.35 (rail-miles).
- 26 Miles of new and second-hand rails laid in replacement (all classes of tracks) †..... 539.95 (rail-miles).
- 27 Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) *..... 125 (pounds).
- 28 Tons of rail sold as scrap and amount received therefor..... 22,807 (tons of 2,000 lb.); \$ 781,445
- 29 Track-miles of welded rail installed this year 250.24; total to date 2001.86

Note: The difference between the return on Line 23 and the charges to Operating Expenses, Acct. 214, is due to journal entries, vouchers and bills.

†Classes 1, 2, and 3 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in all classes of tracks; divide the total number of yards of new rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

‡Classes 1, 2, 3, and 4 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new and second-hand rail laid in all classes of tracks; divide the total number of yards of new and second-hand rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

*Classes 1, 2, and 3 rails.—Reduce tonnage in column (c) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in running, passing, and cross-over tracks, etc.; divide the total number of pounds of new rails laid in running tracks, etc. by the total number of yards of new rails laid in such tracks.

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

Give particulars of rails applied during the year in the construction of new tracks, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2	132	280	43 271	154 54				
2	4	132	88	2 192	24 91	75	18	391	21 72
3	4					80	37	822	22 22
4	4					85	59	1 325	22 46
5	4					100	450	10 046	22 32
6	4					130	974	21 743	22 32
7	4					131	746	16 657	22 33
8	4					132	1 446	32 288	22 33
9	4					142	8	1 75	21 88
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20	TOTAL	XXXX	368	45 463	123 54	XXXX	3 738	83 447	22 32

- 21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid 3.17
 22 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid 34.20

Note: The difference between returns in Schedule 211, Acct. 9 rails and Schedules 515 and 516 is due to adjustments. The latter Schedules include current items only.

517. GAGE OF TRACK AND WEIGHT OF RAIL

Give the particulars below called for 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. If any part of the road operated at the close of the year is other than standard

gage, 4 feet 8½ inches, show the gage of each part in column (d). Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
1	Pounds 132	1 893 89		
2	131	575 86		
3	130	234 84		
4	115	0 40		
5	112	17 69		
6	100	1 613 85		
7	85	1 056 63		
8	75	270 20		
9	70	25 72		
10	60	7 36		
11	56	8 53		
12				
13				
14				
15				
16				
17				
18				
19				
20				

531. STATISTICS OF RAIL-LINE OPERATIONS

1. Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Train-miles, car-miles and other particulars are to be reported in accordance with the classification of train-miles and car-miles prescribed in the Uniform System of Accounts for Railroad Companies (Miscellaneous Accounts 800 to 805 and 820 to 825). Locomotive unit-miles should include all miles made by each locomotive unit.

2. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U.S. class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

3. Item No. 1 includes miles of road operated under trackage rights.

4. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Item 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the

average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Item No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Item 36, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

6. Per net ton-miles, Item 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

7. The mileage of company service equipment, designed exclusively for work service and moved in transportation trains, should be classed as loaded freight car-miles.

8. Highway vehicle operations should not be included in Schedule 531 but particulars thereof given in a footnote on page 509.

Item No.	Item (b)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)			
1	Average mileage of road operated (State in whole numbers)	6 017			920			6 023			x	x	x	
	TRAIN-MILES													
2	Diesel locomotives	14	580	539		849	884		15	430	423	x	x	x
3	Other locomotives											x	x	x
4	Total locomotives	14	580	539		849	884		15	430	423		143	768
5	Motorcars													
6	Total train-miles	14	580	539		849	884		15	430	423		143	768
	LOCOMOTIVE UNIT-MILES													
7	Road service	45	688	957	2	435	973		48	124	930	x	x	x
8	Train switching	1	263	396					1	263	396	x	x	x
9	Yard switching	6	432	078		36	000		6	468	078	x	x	x
10	Total locomotive unit-miles	53	384	431	2	471	973		55	856	404	x	x	x
	CAR-MILES													
11	Total motorcar car-miles											x	x	x
12	Loaded per diem freight cars	437	200	152					437	200	152	x	x	x
13	Loaded non-per diem freight cars	106	037	802					106	037	802	x	x	x
14	Empty per diem freight cars	330	092	824					330	092	824	x	x	x
15	Empty non-per diem freight cars	86	550	772					86	550	772	x	x	x
16	Caboose	14	580	539					14	580	539	x	x	x
17	Total freight car-miles (lines 12, 13, 14, 15 and 16)	974	462	089					974	462	089	x	x	x
18	Passenger coaches	706	640		3	475	869		4	182	509	x	x	x
19	Combination passenger cars (mail, express, or baggage, etc., with passenger)	230	998			578	321			809	319	x	x	x
20	Sleeping and parlor cars	159	553		1	594	891		1	754	444	x	x	x
21	Dining, grill and tavern cars	1	753		1	092	331		1	094	084	x	x	x
22	Head-end cars	984	500			906	945		1	891	445	x	x	x
23	Total (lines 18, 19, 20, 21, and 22)	2	083	444	7	648	357		9	731	801	x	x	x
24	Business cars	19	671			300	312			319	983	x	x	x
25	Crew cars (other than caboose)											x	x	x
26	Grand total car-miles (lines 11, 17, 23, 24 and 25)	976	565	204	7	948	669		984	513	873	x	x	x
	GROSS TON-MILES AND TRAIN-HOURS IN ROAD SERVICE													
27	Gross ton-miles of locomotives and tenders (thousands)	5	711	335		304	529		6	015	864	x	x	x
28	Gross ton-miles of freight-train cars, contents, and cabooses (thousands)	53	041	669					53	041	669	x	x	x
29	Gross ton-miles of passenger-train cars and contents (thousands)		136	780		530	717			667	497	x	x	x
30	Train-hours—Total		697	948		19	378			717	326	x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC													
31	Tons of revenue freight	x	x	x	x	x	x		103	598	198	x	x	x
32	Tons of nonrevenue freight	x	x	x	x	x	x		2	951	929	x	x	x
33	Total tons revenue and nonrevenue freight	x	x	x	x	x	x		106	550	127	x	x	x
34	Ton-miles—Revenue freight in road service (thousands)	x	x	x	x	x	x		25	143	793	x	x	x
35	Ton-miles—Revenue freight in lake transfer service (thousands)	x	x	x	x	x	x					x	x	x
36	Total ton-miles—Revenue freight (thousands)	x	x	x	x	x	x		25	143	793	x	x	x
37	Ton-miles—Nonrevenue freight in road service (thousands)	x	x	x	x	x	x			412	338	x	x	x
38	Ton-miles—Nonrevenue freight in lake transfer service (thousands)	x	x	x	x	x	x					x	x	x
39	Total ton-miles—Nonrevenue freight (thousands)	x	x	x	x	x	x			412	338	x	x	x
40	Net ton-miles of freight—Revenue and nonrevenue (thousands)	25	556	131					25	556	131	x	x	x
	REVENUE PASSENGER TRAFFIC													
41	Passengers carried—Total	x	x	x	x	x	x			237	060	x	x	x
42	Passenger-miles—Total	x	x	x	x	x	x			77	482	915	x	x

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

1. Give particulars of cars handled during the year. For descriptions of kinds of services included in switching operations, and in terminal operations, reference is made to the "Notice" on the inside of the front cover of this form. With respect to the term "cars handled" it should be observed that, when applied to switching operations, the movement of a car from the point at which a switching company receives it, whether loaded or empty, to the point where it is loaded or unloaded or delivered to another connecting line is to be counted as one car handled. The return of a car, whether loaded or empty, from the point where it is loaded or unloaded, to

the point of delivery is to be counted as one car handled. No incidental movement is to be considered, unless such incidental movement involves the receipt of additional revenue. When applied to terminal operations, such as union station, bridge, ferry, or other joint facility terminal operations, the term "cars handled" includes all cars for which facilities are furnished.

2. The number of locomotive-miles in yard switching service should be computed in accordance with account No. 816, "Yard Switching Locomotive-miles."

Item No.	Item (a)	Switching operations (b)		Terminal operations (c)		Total (d)	
FREIGHT TRAFFIC							
201	Number of cars handled earning revenue—Loaded.....						
202	Number of cars handled earning revenue—Empty.....						
203	Number of cars handled at cost for tenant companies—Loaded.....						
204	Number of cars handled at cost for tenant companies—Empty.....						
205	Number of cars handled not earning revenue—Loaded.....						
206	Number of cars handled not earning revenue—Empty.....						
207	Total number of cars handled.....						
PASSENGER TRAFFIC							
208	Number of cars handled earning revenue—Loaded.....	Not Applicable to Respondent					
209	Number of cars handled earning revenue—Empty.....						
210	Number of cars handled at cost for tenant companies—Loaded.....						
211	Number of cars handled at cost for tenant companies—Empty.....						
212	Number of cars handled not earning revenue—Loaded.....						
213	Number of cars handled not earning revenue—Empty.....						
214	Total number of cars handled.....						
215	Total number of cars handled in revenue service (Items 207 and 214).....						
216	Total number of cars handled in work service.....						

Number of locomotive-miles in yard switching service: Freight,; passenger,

561C. COMPENSATION APPLICABLE TO PRIOR YEARS

Show hereunder, for each group of employees, the amount of compensation applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons. Additional compensation for the current year under labor awards or for other reasons is includible in I.C.C. Wage Statistics Form A and B, "Report of Employees, Service, and Compensation," for the calendar year. For purposes of this report, labor awards are intended to cover adjustments resulting from the decisions of Wage Boards and voluntary awards by the respondent incident thereto. Explain the nature of any amounts in excess of \$10,000 included in column (c) in a footnote.

Line No.	Group No.	Class of employees (a)	AMOUNT OF COMPENSATION					
			Under labor awards (b)			Other back pay (c)		Total (d)
			\$			\$		\$
1	I	Executives, officials, and staff assistants					673	673
2	II	Professional, clerical, and general				1 064	423	1 064 423
3	III	Maintenance of way and structures				722	988	722 988
4	IV	Maintenance of equipment and stores				297	330	297 330
5	V	Transportation (other than train, engine, and yard)				481	558	481 558
6	VI (a)	Transportation (yardmasters, switch tenders, and hostlers)				107	764	107 764
7	VI (b)	Transportation (train and engine service)				2 871	841	2 871 841
8		TOTAL				5 546	577	5 546 577

9 Amount of foregoing compensation that is chargeable to operating expenses: \$ (Accrued for in Applicable Period)

Note: - Col. (c) Back Time Payments as part of National Wage Agreements.

Continued from Page 400B -

REFERENCES FOR SCHEDULE 411-A, MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR: -

- Line 7 - Side track at Columbia, S.C., leased to Columbia Union Station Co., under agreement dated February 1, 1902, for the period February 1, 1902 to February 1, 1952. Rental \$400.00 per annum and agreement dated July 24, 1933, terminable 60 days notice. Rental \$231.60 per annum, plus 4% per annum on additions and betterments.
- Line 8 - Side track at Augusta, Ga., leased to Augusta & Summerville R.R. under agreement dated April 7, 1928, for the period March 21, 1928 to March 20, 1946. Rental \$300.00 per annum. Supplemental agreement October 12, 1955.
- Line 9 - Tracks leased to Atlanta Terminal Company, agreement December 1, 1944, and Supplemental agreement March 31, 1947. Rental \$900.00 per annum. Retire 0.28 mile way switching.
- Line 10- York, Ala., to Lilita, Ala., 9.98 miles leased to The Alabama Great Southern RR Co. Agreement dated August 1, 1951, effective same date. Rental \$10.00 per annum.
- Line 11- Irondale Jct., Ala. - 0.11 miles A.G.S. RR Passenger connection - Agreement pending.
- Line 12- Operated by Central of Georgia RR. Agreement September 21, 1961.
- Line 13- Curney Jct. to Blocton, Ala. - 11.43 miles; not operated - Transfer 0.79 mile main to way switching at Blocton leaving 10.64 miles. -- Transfer 0.31 mile way switching to line 21, track leased to Woodstock & Blocton Ry. Co. to serve A.E. Burgess and Co. at Blocton.
- Line 14- Seymour, Ala. to Piper, Ala. - 3.76 miles not permanently abandoned but at present not operated.
- Line 15- Ardela, Ala. to Belle Ellen, Ala. - 1.84 miles not permanently abandoned but at present not operated.
- Line 16- Clarksville, Va. - 0.02 miles Joint Turnout Connection to N.F.&D. Railway.
- Line 17- Leads, Ala., New Main Connection between C. of Ga. and Sou. R. Co. - 0.25 miles.
- Line 18- Aiken to Warrenville, S.C. - 6.17 miles not operated.
- Line 19- McDonough to Griffin, Ga. - 12.03 miles not operated.
- Line 20- Moccasin Gap to Bristol, Va. - 28.55 miles not operated.
- Line 21- Blocton, Ala. - Track leased to Woodstock & Blocton Ry. Co. to serve A.E. Burgess Co., 0.31 mile and turnout constructed by Sou. Ry. Co. connecting to T.C.I. & R.R. Co., 0.03 mile.

ANNUAL REPORT 1971 CLASS I

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SOUTHERN RAILWAY CO.

3 OF 3

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

Give the name, position, salary, and other compensation, such as bonus, commission, gift, reward, or fee, of each of the five persons named in Schedules 102 and 103 of this report to whom the respondent paid the largest amount during the year covered by this report as compensation for current or past service over and above necessary expenses incurred in discharge of duties, and in addition, all other officers, directors, pensioners or employees, if any, to whom the respondent similarly paid \$30,000 or more. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads. Any large "other compensation" should be

explained in a footnote. If salary of an individual was changed during the year, show salary before each change as well as at close of year. If an officer, director, etc., receives compensation from more than one transportation company (whether a subsidiary or not) or from a subsidiary company, reference to this fact should be made if his aggregate compensation amounts to \$30,000 or more, and the detail as to division of the salary should be stated. By salary column (c) is meant the annual rate at which an employee is paid, rather than the amount actually paid for a part of a year when the salary is changed. Also, when a 10 percent (or other percent) reduction is made, the net rate and not the basic rate should be shown.

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)	Other compensation during the year (d)
1	Total salaries, payments and other compensation per annum received			
2	from Southern Railway System Companies were:			
3				
4	W. G. Claytor, Jr.	President	150 000	4 700
5	W. V. Burke	Executive Vice President	85 000	1 100
6	L. S. Crane	Executive Vice President	85 000	1 100
7	B. S. Hamilton	Executive Vice President	85 000	700
8	J. H. McGlothlin	Executive Vice President	80 000	900
9	G. S. Paul	Executive Vice President	80 000	900
10	S. S. Wilbanks	Vice President-Asst. to Pres.	72 000	380
11	K. A. Stoecker	Vice President-Finance	65 000	200
12		(\$60,000 prior 12-1-71)		
13	R. E. Franklin	President-Cent. of Ga. R.R. Co.	65 000	660
14	W. D. McLean	Vice President-Purch. & B.E.	60 000	160
15	E. G. Kreyling, Jr.	Vice President-Marketing	60 000	
16		(Effective 12-1-71)		
17	J. L. Jones	Vice President-Mgt. Info. Serv.	60 000	200
18	H. H. Hall	Vice President-Transportation	60 000	180
19		(\$55,000 prior 8-16-71)		
20	W. W. Simpson	Vice President-Engineering	50 000	200
21		(\$50,000 prior 8-16-71)		
22	A. B. McKinnon	Vice President-Law	55 000	
23		(\$45,000 prior 1-1-71)		
24		(\$50,000 prior 12-1-71)		
25	W. F. Geeslin	Asst. Vice President-Pub. Rel.	55 000	200
26	P. F. Mack, Jr.	Asst. to President	52 000	200
27	F. L. Barton	Asst. to the President	52 000	200
28	J. P. Duncan, Jr.	Dir. Agri.-Business Services	50 000	200
29	D. R. McArdle	Comptroller	48 000	
30		(Effective 5-24-71)		
31	H. R. Moore	General Manager-Eastern Lines	47 700	40
32		(\$45,000 prior 8-16-71)		
33	J. A. Bistline	Asst. Vice Pres.-Gen. Counsel	46 500	200
34		(\$45,000 prior 8-16-71)		
35	P. H. Banner	Asst. Vice Pres.-Market. Res.	45 000	200
36		(\$42,000 prior 12-1-71)		
37	A. H. Douglas	Resident Vice President	45 000	300
38	J. G. Moore	Asst. Vice Pres.-Mechanical	44 500	200
39		(\$41,656 prior 11-16-71)		
40	H. H. Bradley	Asst. Vice Pres.-Transportation	42 500	200
41		(\$40,000 prior 1-1-71)		
42	E. L. Dearhart, Jr.	Asst. Vice Pres.-Sales	42 360	200
43		(\$38,500 prior 8-16-71)		
44	R. E. Loomis	Asst. Vice Pres.-Labor Rel.	42 000	
45		(\$40,000 prior 11-16-71)		
46	J. L. Tapley	General Solicitor	41 000	
47		(\$38,000 prior 11-16-71)		
48	E. A. Evers	Asst. Vice Pres.-Markets Mgt.	40 824	200
49		(\$37,800 prior 12-1-71)		
50	R. D. Hedberg	Asst. Vice Pres.-Pers. Admin.	40 500	200
51		(\$37,500 prior 5-16-71)		
52	L. O. Tessier	Asst. Vice Pres.-Purch. &	40 425	200
53		Mtrls. Mgt.		

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

Give the name, position, salary, and other compensation, such as bonus, commission, gift, reward, or fee, of each of the five persons named in Schedules 102 and 103 of this report to whom the respondent paid the largest amount during the year covered by this report as compensation for current or past service over and above necessary expenses incurred in discharge of duties, and in addition, all other officers, directors, pensioners or employees, if any, to whom the respondent similarly paid \$30,000 or more. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads. Any large "other compensation" should be

explained in a footnote. If salary of an individual was changed during the year, show salary before each change as well as at close of year. If an officer, director, etc., receives compensation from more than one transportation company (whether a subsidiary or not) or from a subsidiary company, reference to this fact should be made if his aggregate compensation amounts to \$30,000 or more, and the detail as to division of the salary should be stated. By salary column (c) is meant the annual rate at which an employee is paid, rather than the amount actually paid for a part of a year when the salary is changed. Also, when a 10 percent (or other percent) reduction is made, the net rate and not the basic rate should be shown.

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)	Other compensation during the year (d)
1	N. C. Pace	Asst. Vice Pres. - C&S (\$36,500 prior 10-16-71)	40 000	160
2	A. M. Cary	Asst. Vice Pres. - MW&S (\$31,428 prior 2-16-71) (\$32,688 prior 6-1-71)	40 000	200
3	W. H. Oglesby	Asst. to Exec. Vice Pres. - Oper.	40 000	200
4	W. G. Handfield	Asst. Vice President - Tax (\$38,000 prior 8-16-71)	40 000	
5	P. C. Shu	Asst. Vice Pres. - Sec. & Spec. Ser.	39 996	
6	J. L. Townshend	Gen. Mgr. - Industrial Develop. (\$36,750 prior 8-16-71)	39 690	
7	W. C. Antoine	General Tax Attorney (Effective 10-1-71)	39 000	
8	W. F. Mitchell, Jr.	General Solicitor (\$36,000 prior 11-16-71)	39 000	200
9	R. A. Kelso	Chief Engineer	38 934	
10	E. B. Burwell	Gen. Mgr. - Western Lines (\$35,000 prior 8-16-71)	38 500	200
11	M. P. Rogers	Chief Surgeon (\$36,000 prior 5-16-71)	38 100	200
12	G. M. Williams	Asst. Vice Pres. - Fin. Planning (\$35,850 prior 8-16-71)	38 000	100
13	R. A. Wharton	Asst. Vice Pres. - Oper. Planning	38 000	200
14	D. Eyler	Gen. Mgr. - Intermodal Trans. (\$35,000 prior 8-16-71)	37 100	200
15	G. C. Durand	Asst. Vice Pres. - Data Proc. (\$34,000 prior 11-16-71)	37 000	200
16	J. H. Dewey	General Auditor (\$34,500 prior 6-1-71)	36 500	
17	H. C. Mauney	Resident Vice President	36 050	200
18	J. R. Tipton	Asst. Vice Pres. - Sta. & Term.	36 000	200
19	J. A. Rust	Chief Engineer - Dsgn. Con. (\$30,618 prior 5-16-71) (\$32,455 prior 11-16-71)	35 376	
20	C. E. Webb	Asst. Vice Pres. - Research (\$32,000 prior 11-16-71)	35 200	200
21	J. G. Hoerth	Dir. - Com. Real Estate Dev. (Effective 3-1-71)	35 000	
22	R. H. Smith	Treasurer (\$32,500 prior 8-16-71)	34 930	
23	L. W. Cranmer	Chief Pilot (\$32,240 prior 8-16-71)	34 280	200
24	R. E. L. deButts	General Solicitor (\$33,000 prior 3-16-71)	34 200	150
25	D. B. Weinstein	Asst. Vice Pres. - Systems (\$32,000 prior 5-16-71)	34 000	200
26	F. M. Kaylor	Asst. Vice Pres. - Safety & Frt. Claim Prev.	33 220	
27	R. S. Geer	Regional Sales Manager	32 400	200
28	F. A. Luckett	Assistant Comptroller (\$30,600 prior 11-16-71)	32 130	200
29	H. E. Wilson	Regional Sales Manager (\$29,680 prior 11-16-71)	32 052	

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

Give the name, position, salary, and other compensation, such as bonus, commission, gift, reward, or fee, of each of the five persons named in Schedules 102 and 103 of this report to whom the respondent paid the largest amount during the year covered by this report as compensation for current or past service over and above necessary expenses incurred in discharge of duties, and in addition, all other officers, directors, pensioners or employees, if any, to whom the respondent similarly paid \$30,000 or more. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads. Any large "other compensation" should be

explained in a footnote. If salary of an individual was changed during the year, show salary before each change as well as at close of year. If an officer, director, etc., receives compensation from more than one transportation company (whether a subsidiary or not) or from a subsidiary company, reference to this fact should be made if his aggregate compensation amounts to \$30,000 or more, and the detail as to division of the salary should be stated. By salary column (c) is meant the annual rate at which an employee is paid, rather than the amount actually paid for a part of a year when the salary is changed. Also, when a 10 percent (or other percent) reduction is made, the net rate and not the basic rate should be shown.

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)			Other compensation during the year (d)		
			\$			\$		
1	W. L. Pippin	Pres. & Gen. Mgr. - Ga. Nor. Ry. Co.	31	932				200
2	R. T. Stinnett	Director, Expen. Accounting (\$29,952 prior 11-16-71)	31	452				200
3								
4	N. B. Coggins, Jr.	General Purchasing Agent (\$29,448 prior 11-16-71)	30	924				200
5								
6	P. S. Craig	General Attorney (\$29,680 prior 11-16-71)	30	790				
7								
8	L. S. Presson, Jr.	Asst. Chief Mech. Officer (\$27,625 prior 6-1-71)	30	664				120
9								
10	H. L. Rose	Chief Engineer-Sys. Gang (\$28,875 prior 11-16-71)	30	607				200
11								
12	J. N. Black	Asst. to Vice President (\$28,875 prior 8-16-71)	30	315				200
13								
14	R. M. Van Hook	Director, Commerce (\$28,760 prior 12-1-71)	30	198				200
15								
16	J. T. Bolling	Director, Revenue Accounting (\$28,900 prior 11-16-71)	30	100				
17								
18	J. G. Headley	Vice President-CNO&TP (\$20,000 prior 3-9-71)	30	000				
19								
20	G. Siskin	Chairman of Board-TAG (Effective 1-1-71)	30	000				240
21								
22								
23								
24								
25								
26	Includes the Southern Railway Company and Subsidiary Companies in which Southern owns, directly or indirectly, more than 50% of the voting stock.							
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In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, honoraria, board fees, subscriptions, allowances for expenses, or any other form of payments amounting in the aggregate to \$30,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person (other than one of respondent's employees covered in schedule 602 in this annual report) for services or as a donation, except that with respect to contributions under \$30,000 which are made in common with other carriers of such an enterprise in payment for the performance of services or as a donation, each such contribution shall be treated as a contribution of the enterprise if the contribution is by all contributors for the performance of the particular service actual or the sum of \$50,000 or more.

To be included are, among others, payments directly or indirectly for legal, medical, engineering, advertising, valuation, accounting, statistical, financial, educational, entertainment, charitable, advisory, defensive, detective, developmental, research, appraisal, registration, purchasing, architectural, and hospital services; payments for expert testimony and for handling wage disputes; and payments for services of banks, bankers, trust companies, insurance companies, brokers, trustees, promoters, solicitors, consultants, actuaries, investigators, inspectors, and other service providers. Payments to the various railroad associations, commissions, committees,

bureaus, boards, and other organizations maintained jointly by railroads shall also be included. The enumeration of these items of payments should not be understood as excluding other payments for services not excluded below.

To be excluded are: Rent of buildings or other property, taxes payable to the Federal, State, or local Governments, payments for heat, light, power, telegraph, and telephone services, and payments for office maintenance and similar charges for the use or change of equipment, transportation, and carriers, as well as other payments for services which, both as to their nature and amount may reasonably be regarded as ordinarily connected with the routine operation, maintenance, or construction of a railroad, but any special and unusual payments for services should be reported. Payments of \$30,000 or more to organizations maintained jointly by railroads with other railroads are not to be excluded even if their services are regarded as routine.

If any doubt exists in the mind of the reporting officer as to the reportability of any type of incident, request should be made for a ruling before filing the report.

RAILROAD CORPORATIONS—OPERATING—A

571. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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

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

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	DIESEL	ELECTRIC	OTHER (STEAM, GAS TURBINE, ETC.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight.....	110,381.814			
2	Passenger.....	6,640.842			
3	Yard switching.....	14,818.407			
4	Total.....	131,841.063			
5	Work train.....	1,024.942			
6	GRAND TOTAL.....	132,866.005			
7	Total cost of fuel*.....	14,414.633			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	DIESEL	ELECTRIC	GASOLINE
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
11	Freight.....			
12	Passenger.....			
13	Yard switching.....			
14	Total.....			
15	Work train.....			
16	GRAND TOTAL.....			
17	Total cost of fuel*.....			

*Show cost of fuel charged to train and yard service (accounts Nos. 383 and 384, for other than electric, and accounts Nos. 383, 384, 396, and 397, for electric). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service.

NOTES AND REMARKS

381. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the transportation of persons or things at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

- (a) Express companies.
- (b) Mail.
- (c) Sleeping, parlor, and dining-car companies.
- (d) Freight or transportation companies or lines.
- (e) Other railway companies.
- (f) Steamboat or steamship companies.
- (g) Telegraph companies.
- (h) Telephone companies.
- (i) Equipment purchased under conditional sales contracts.
- (j) Other contracts.

2. Under item 1 (e), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1 (i), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(j), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger-train services.

5. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$25,000 per year, and which, by its terms, is otherwise unimportant.

6. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

7. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

8. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6 (5), Part I, of the Interstate Commerce Act, which reads as follows:

"Every common carrier subject to this part shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this part to which it may be a party. Provided, however, that the Commission, by regulations, may provide for exceptions from the requirements of this paragraph in the case of any class or classes of contracts, agreements, or arrangements, the filing of which, in its opinion, is not necessary in the public interest."

Class	With	Date	Description
(i)	Manufacturers Hanover Trust Co.	1/ 1/71	CSA for purchase of 750 - 50-ton Box Cars
(i)	Manufacturers Hanover Trust Co.	1/15/71	CSA for purchase of 700 - 50-ton Box Cars
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to CSA dated 1/15/67 4 - 100-ton Hopper Cars
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to CSA dated 6/1/68 4 - 100-ton Hopper Cars
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to CSA dated 11/1/68 4 - 100-ton Hopper Cars
(i)	Mercantile Trust Co.	3/ 1/71	Supplement to CSA dated 6/15/65 1 - 100-ton Hopper Cars
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to CSA dated 3/1/62 1 - 100-ton Hopper Cars
(i)	The First National Bank of Atlanta	3/ 1/71	Supplement to CSA dated 6/15/66 3 - 100-ton Hopper Cars
(i)	The Citizens and Southern National Bank	3/ 1/71	Supplement to CSA dated 4/15/65 3 - 100-ton Hopper Cars
(i)	Whitney National Bank of New Orleans	3/ 1/71	Supplement to CSA dated 5/2/66 3 - 100-ton Hopper Cars
(i)	National Commercial Bank and Trust Company	3/ 1/71	Supplement to CSA dated 9/16/67 2 - 100-ton Hopper Cars
(i)	The First National Bank of Birmingham	3/ 1/71	Supplement to CSA dated 3/1/65 1 - 100-ton Hopper Car
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to CSA dated 5/15/68 4 - 100-ton Hopper Cars
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust "VV" 2 - 100-ton Hopper Cars
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust "WW" 3 - 100-ton Hopper Cars
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust "YY" 1 - 100-ton Hopper Car
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust "AAA" 1 - 100-ton Hopper Car
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to Equipment Trust #3 of 1967 18 - 100-ton Hopper Cars
(i)	First National City Bank	3/ 1/71	Supplement to Equipment Trust #1 of 1968 1 - 100-ton Hopper Car

(Continued from page 529)

Class	With	Date	Description
(i)	Morgan Guaranty Trust Company of New York	3/ 1/71	Supplement to Equipment Trust #2 of 1968 1 - 100-ton Hopper Car
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust #1 of 1969 1 - 100-ton Hopper Car
(i)	The Chase Manhattan Bank	3/ 1/71	Supplement to Equipment Trust #3 of 1969 1 - 100-ton Hopper Car
(i)	The Chase Manhattan Bank	5/ 1/71	Supplement to Equipment Trust "VV" Modifications 109 Box Cars
(i)	The Chase Manhattan Bank	1/15/71	Equipment Trust #1 of 1971 770 - 70-ton Box Cars 16 - 100-ton Box Cars
(i)	Morgan Guaranty Trust Company of New York	3/15/71	Equipment Trust #2 of 1971 400 Box Cars 400 Gondola Cars 3 Locomotives 30 - 70-ton Box Cars
(i)	First National City Bank	5/ 1/71	Equipment Trust #3 of 1971 13 Switching Locomotives 225 - 100-ton Hopper Cars 14 Diesel Locomotives 60 - 70-ton Box Cars 50 - 100-ton Flat Cars 1 - 250-ton Flat Car
(i)	Manufacturers Hanover Trust Co.	7/ 1/71	Equipment Trust #4 of 1971 375 - 100-ton Hopper Cars 22 Diesel Locomotives 80 Covered Hopper Cars
(i)	The Chase Manhattan Bank	9/ 1/71	Equipment Trust #5 of 1971 426 Covered Hopper Cars 20 Diesel Locomotives 110 Box Cars 50 Airslide Covered Hopper Cars

591. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest hundredth of a mile.

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

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

(Class 3) Line operated under lease for a specified sum.

(Class 4) Line operated under contract or agreement for contingent rent.

(Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. If any changes reportable in this schedule occurred

under authority granted by the Commission in certificates of convenience and necessity, issued under paragraphs (18) to (22) of section 1 of the Interstate Commerce Act or otherwise, specific reference to such authority should in each case be made by docket number or otherwise, as may be appropriate.

3. All consolidations, mergers, and reorganizations effected, giving particulars.

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

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

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.						Miles of way switching tracks	Miles of yard switching tracks	Total		Remarks		
			Miles of road		Miles of second main track		Miles of all other main tracks							Miles of passing tracks, cross-overs, and turn-outs	
			(c)		(d)		(e)							(f)	
1	1	M							2.07		2.07				
2	1	B							0.77	0.44	1.21				
3	3A	M	0.33					0.01		0.87	1.21				
4	3B	M						0.06	1.11		1.17				
5	4A	M								0.52	0.52				
6	4A	B						0.03			0.03				
7															
8															
9															
10															
11															
12															
13	TOTAL INCREASE		0.33					0.10	3.95	1.83	6.21				

DECREASES IN MILEAGE

21	1	M		0.10		2.92		5.36	8.38	
22	1	B	0.31			0.24			0.55	
23	1J	B					0.02		0.02	
24	3A	M					1.64		1.64	
25	3AJ	M						0.04	0.04	
26	3A	B				0.03	0.07		0.10	
27	3B	B				0.03	0.08		0.11	
28	4A	M				0.09	0.23		0.32	
29	4A	B					0.04		0.04	
30	5	M	1.08		0.86	0.65		7.60	10.19	
31	5	B	1.29					0.13	1.42	
32	TOTAL DECREASE		2.68	0.10	0.86	3.96	2.08	13.13	22.81	

If returns under Inquiry No. 3 above include any first main track owned by respondent or its proprietary companies representing new construction or permanent abandonment give the following particulars:

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned _____

Owned by proprietary companies:

Miles of road constructed _____ Miles of road abandoned _____

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

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

VERIFICATION

The foregoing report must be verified by the oath of the officer having control of the accounting of the respondent. It should be verified, also, by the oath of the president or other chief officer of the respondent, unless the respondent states on the last preceding page of this report that such chief officer has no control over the accounting of the respondent. The oath required may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken. While the President and Board of Directors have the right to exercise control of the accounting of this Company, they have delegated to the Comptroller the supervision of the books of account and the control of the manner in which such books are kept.

OATH

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

State of DISTRICT OF COLUMBIA

County of CITY OF WASHINGTON

F. A. Luckett

(Insert here the name of the affiant)

makes oath and says that he is Assistant Comptroller

(Insert here the official title of the affiant)

of

SOUTHERN RAILWAY COMPANY

(Insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Interstate Commerce Commission, effective during the said period; that he has carefully examined the said report and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other 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 during the period of time from and including

January, 1971, to and including December 31, 1971

(Signature of affiant)

Subscribed and sworn to before me, a

NOTARY PUBLIC

, in and for the State and

county above named, this

30th

day of

March

, 1972

My commission expires

August 31, 1974

[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)

State of

County of

makes oath and says that he is

(Insert here the name of the affiant)

(Insert here the official title of the affiant)

of

(Insert here the exact legal title or name of the respondent)

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

19

, to and including

19

(Signature of affiant)

Subscribed and sworn to before me, a

, in and for the State and

county above named, this

day of

19

My commission expires

[Use an
L. S.
Impression seal]

(Signature of officer authorized to administer oaths)

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