

RC-126100

SOUTHERN RAILWAY

1984

1 OF 3

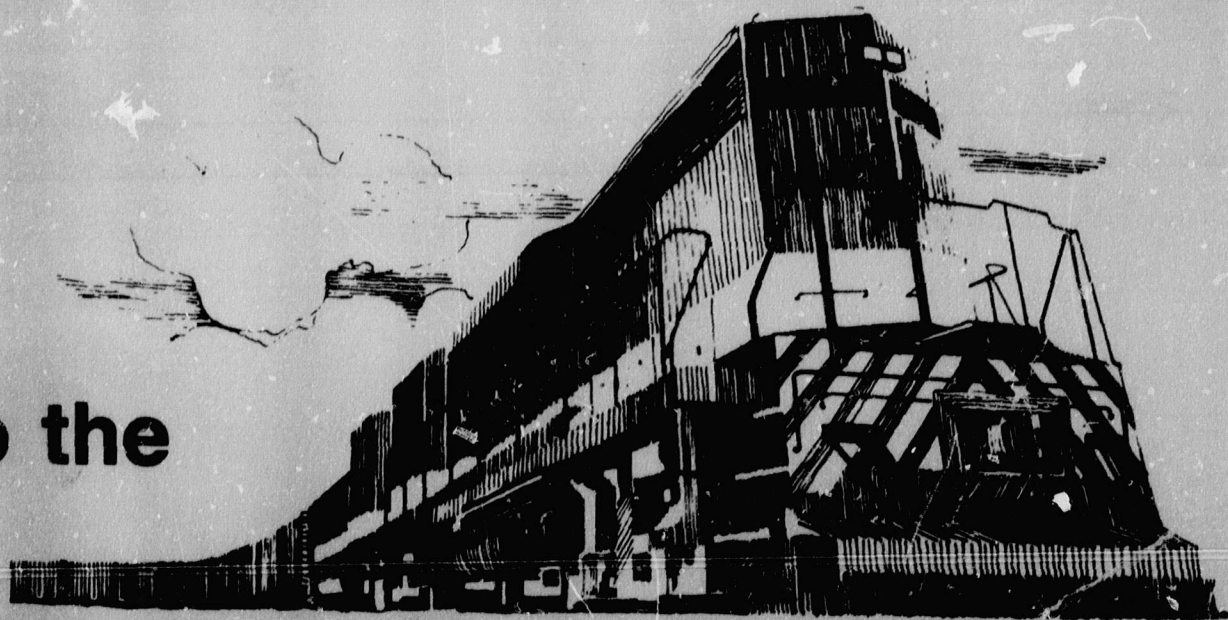
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APPROVED BY OMB
3120-0029
EXPIRES 3-31-87



SOUTHERN RAILWAY COMPANY
Norfolk, Virginia



to the

Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1984

ANNUAL REPORT

OF

SOUTHERN RAILWAY COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1984

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

(Name) L. I. Prillaman, Jr. (Title) Vice President-Accounting

(Telephone number) (804) 629-2770

(Area code)

(Telephone number)

(Office address) P.O. Box 3609, Norfolk, VA 23514

(Street and number, city, State, and ZIP code)

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Assets			
1		701	Cash	49,486	805	1
2		702	Temporary Cash Investments	140,645	229,542	2
3		703	Special Deposits		20	3
			Accounts Receivable			
4		704	- Loan and Notes	1,304	31	4
5		705	- Interline and Other Balances	11,548	10,744	5
6		706	- Customers	95,389	89,578	6
7		707	- Other	23,319	23,606	7
8		709, 708	- Accrued Accounts Receivables	193,821	174,635	8
9		708.5	- Receivables from Affiliated Companies	48,603	75,092	9
10		709.5	- Less: Allowance for Uncollectible Accounts	7,895	3,973	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	9,731	918	11
12		712	Materials and Supplies	65,486	23,458	12
13		713	Other Current Assets	4,028	10,261	13
14			TOTAL CURRENT ASSETS	635,465	634,717	14
			Other Assets			
15		715, 716, 717	Special Funds	36,094	21,974	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310)	817,323	747,701	16
17		722, 723	Other Investments and Advances	1,853	1,987	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ 2,507)	8,616	9,084	19
20		739, 741	Other Assets	171	181	20
21		743	Other Deferred Debits	47,226	33,408	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	911,283	814,335	23
			Road and Equipment			
24		731, 732	Road (Schedules 330 and 330A)	1,821,968	1,774,925	24
25	*		Equipment	1,443,774	1,441,789	25
26			Unallocated Items	131,893	103,320	26
27			Accumulated Depreciation and Amortization (Schedules 335, 339; 342, 351)	(1,022,718)	(978,306)	27
28			Net Road and Equipment	2,374,917	2,341,728	28
29	*		TOTAL ASSETS	3,921,665	3,790,780	29

NOTES AND REMARKS

See Note 11 on Page 9a.

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	5,087	3,780	31
32		753	Audited Accounts and Wages	2,058	8,532	31
33		754	Other Accounts Payable	2,595	10,756	33
34		755, 756	Interest and Dividends Payable	11,389	13,030	34
35		757	Payables to Affiliated Companies	43,477	42,021	35
36		759	Accrued Accounts Payable	171,204	179,272	36
37		760, 761, 761.5, 762	Taxes Accrued	30,751	27,304	37
38		763	Other Current Liabilities	58,685	51,735	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	44,838	47,204	39
40			TOTAL CURRENT LIABILITIES	370,084	383,634	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	144,482	148,821	41
42		766	Equipment Obligations	292,049	336,047	42
43		766.5	Capitalized Lease Obligations	9,600	10,455	43
44		768	Debt in Default			44
45		769	Accounts payable; Affiliated Companies	1,762	1,762	45
46		770.1, 770.2	Unamortized Debt Premium	(1,344)	(1,598)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	864,222	807,636	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	53,678	51,572	50
51			TOTAL NONCURRENT LIABILITIES	1,364,449	1,354,695	51
Shareholders' Equity						
52		791, 792	Capital Stock: (Schedule 230)	226,621	226,620	52
53			Common Stock	166,690	166,689	53
54			Preferred Stock	59,931	59,931	54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	92,880	92,880	56
Retained Earnings:						
57		797	Appropriated			57
58		798	Unappropriated (Schedule 220)	1,867,631	1,732,951	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Stockholders Equity	2,187,132	2,052,451	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	3,921,665	3,790,780	62

NOTES AND REMARKS

See Note 11 on Page 9a.

SPECIAL NOTICE

The attention of the respondent is directed below to certain particulars, if any, in which this report form differs from the corresponding form for the preceding year. It should be understood that mention is not made of necessary substitutions of dates or, in general, such other things as simple modifications intended to make requirements clearer, other minor adjustments, and typographical corrections.

Revisions to this report resulted from the following Commission's decisions, copies of which were served on all railroads:

Title:

Decision Date

Listing of schedules that have been changed from the preceding year and description of the changes.

Schedule 330 & 330A	Instruction number 1 revised to require "Grand Total" lines to be completed.
Schedule 342	Instruction number 5 revised to require "Grand Total" lines to be completed.
Schedule 351	Instruction number 4 revised to require "Grand Total" lines to be completed.
Schedule 352A	Column heading for Col. C changed to correspond with Instruction 4.
Schedule 415	All instructions rewritten to clarify intent of reporting.
Schedule 416	Columns 10 and 11 retitled and a new Schedule 416A, supporting schedule "capital leases" old schedule 416A renumbered to Schedule 416B and retitled to "Property Leased from Others"
Schedule 450	Title clarified.
Schedule 500	Schedule deleted and reported data requirement added to Schedule 200 as Item 7.
Schedule 510	A summary to reconcile the categories within Schedule 510 added as item 8. Revised to remove the requirement that "a copy of any and all restrictive covenant attached to the indebtedness" be submitted.
Schedule 700	Table at bottom of instructions deleted.
Schedule 724	Additional lines added.
Schedule 725	Additional lines added.
Schedule 755	Instructions revised to include a clarified definition for "unit train". Instruction R rewritten. Footnote for lines 29, 63 and 81 eliminated. Footnote for line 84 added.

The following schedules were deleted by NOTICE ON July 16, 1984 F.R. Vol. 49 No. 137/28774.

Schedule 205	Restatement of The Results of Operations Under Depreciation Accounting
Schedule 205A	Restatement of Retained Earnings Under Depreciation Accounting
Schedule 205B	Restatement of Road and Equipment and Accumulated Depreciation and Amortization Accounts
Schedule 205C	Summary of Track Operating Expense
Schedule 241	Changes In Working Capital
Schedule 500	Contingent Assets and Liabilities
Schedule 361	Capitalized capital leases.

SPECIAL NOTICE

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

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

ESTIMATE OF REPORTING BURDEN

In order to monitor carrier reporting burden and to satisfy OMB requirements pursuant to Public Law 96-511, it is requested that you furnish the following information:

(1) Best estimate of the number of staff hours required to complete this report. In making this estimate please include the number of hours attributable to preparing the report and any special compilations contained in this report that would not generally be maintained or used by management for purposes other than reporting to this Commission.

TOTAL HOURS (Estimated) 1,762

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate include only the incremental staff hours required for the USOA (those hours in addition to the data needs of management and requirements of other Federal and State agencies).

TOTAL HOURS (Estimated) -

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate include only the incremental costs required for the Commission's rules (those costs in addition to retention requirements of management and other Federal and State agencies).

TOTAL HOURS (Estimated) -

Storage costs (Estimated) -

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Road Initials: **SOU**Year 19 84

1

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
	None	

B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Southern Railway Company

2. Date of incorporation June 18, 1894

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees

Organized under and by virtue of an act of the assembly of the State of
Virginia approved February 20, 1894.

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars

STOCKHOLDERS REPORTS

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

Check appropriate box:

☒ Two copies are attached to this report.

☐ Two copies will be submitted _____
(date)

☐ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ No Par per share; first preferred, \$ No Par per share; second preferred, \$ None per share; debenture stock, \$ None per share. Yes
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote.
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? See Note on Page 4a If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing.
See Note on Page 4a
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. See Note on Page 4a votes, as of 6,104 (Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 6,104 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Common (d)	PREFERRED		
					Second (e)	First (f)	
1	See pages	4 and 4a.					1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 17,468,542
votes cast.

11. Give the date of such meeting. May 22, 1984

12. Give the place of such meeting. Norfolk, Va.

Item 9

NOTES AND REMARKS

In accordance with notification of the Interstate Commerce Commission dated February 14, 1974, as published in the Federal Register on February 22, 1974, "Annual Report of Carriers - Identity of Large Stockholders", registered holders are grouped under banks or other institutions for which the registered holder acts as Nominee.

		<u>.Common</u>	<u>First Preferred</u>
Line 1:	Norfolk Southern Corp., Norfolk, Va.	16,668,997	---
Line 2:	Dean Witter Reynolds, Inc., New York, N.Y. Cede & Co.	---	72,252
Line 3:	Midwest Stock Exchange, Chicago, Ill. Kray & Co. 42,059 Cede & Co. <u>27,043</u>	---	69,102
Line 4:	Philadelphia Depository Tr. Co., Phila., Pa. Philadep & Co. 3,729 Cede & Co. <u>29,407</u>	---	33,136
Line 5:	Pacific Securities Depository Tr., San Fran., Ca. Pacific & Co. 22,734 Cede & Co. <u>4,089</u>	---	26,823
Line 6:	Centerre Bank Clearance Acct., St. Louis, Mo. Cede & Co.	---	22,400
Line 7:	Merrill Lynch, Pierce, Fenner & Smith, Inc. New York, N.Y. Cede & Co.	---	21,681
Line 8:	Mercantile Safe Deposit, Baltimore, Md. Ins & Co. 20,400 Cede & Co. <u>1,164</u>	---	21,564
Line 9:	Lazard Freres & Co., New York, N.Y. Cede & Co.	---	14,100
Line 10:	Chase Manhattan Bank, New York, N.Y. Cudd & Co. 480 Cede & Co. <u>11,020</u>	---	11,500
Line 11:	Manufactures Hanover Trust Co., New York, N.Y. Cede & Co.	---	9,818
Line 12:	The Penn Mutual Life Ins. Co., Phila, Pa. Pennlife & Co.	---	9,200
Line 13:	The Bank of New York, New York, N.Y. Cede & Co.	---	8,520
Line 14:	Sovran Bank, Richmond, Va. Map & Co. 6,000 Cede & Co. <u>1,450</u>	---	7,450

		<u>Common</u>	<u>First Preferred</u>
Line 15:	E. F. Hutton & Co., New York, N.Y. Cede & Co.	---	7,138
Line 16:	Smith Barney Harris Upham & Co., New York, N.Y. Cede & Co.	---	6,742
Line 17:	Drexel Burnham Lambert, Inc., New York, N.Y. Cede & Co.	---	6,322
Line 18:	Thomson McKinnon Secur., Inc., New York, N.Y. Cede & Co.	---	6,024
Line 19:	Gulf Atlantic Ins., Co., San Fran., Ca.	---	6,000
Line 20:	Shearson American Express, Inc., New York, N.Y. Shearson American Express, Inc. 40 Cede & Co. <u>5,796</u>	---	5,836
Line 21:	A. G. Edwards & Sons, Inc., St. Louis, MO. Cede & Co.	---	5,403
Line 22:	Barbara Briggs, Chevy Chase, Md.	---	5,000
Line 23:	Rodney Briggs, Chevy Chase, Md.	---	5,000
Line 24:	Bache Halsey Stuart Shields, Inc., Newark, N.J.	---	4,636
Line 25:	Edna Ruth Wilson, Laurel, Ms.	---	4,500
Line 26:	Donaldson, Lufkin & Jenrette Secur. Corp. New York, N.Y. Cede & Co.	---	4,384
Line 27:	Berkley Machine Works & Foundry Co., Inc., Norfolk, Va.	---	4,200
Line 28:	Robert L. Martin, Seneca, S.C.	---	4,100
Line 29:	Arthur B. Stowers, Harriman, Tn.	---	4,100
Line 30:	Ann H. Arnold, Amherst, Va.	---	4,000

(Continued from Page 3)

NOTES AND REMARKS

- Item 5 - Should dividends become delinquent for six quarters the Preferred stock voting as a class may elect two Directors so long as any default continues.
- Item 6 - Books are not closed, but the stock records of the Company were updated as of December 31, 1984, to furnish data for our Annual reports.
- Item 7 - As of February 3, 1984, there were outstanding 17,867,608 shares of stock of two classes. Of this number 108,002 shares are not entitled to vote being shares of unexchanged Preferred and shares of Preferred held by certain of the subsidiaries of Southern Railway Company, and/or held by certain trustees and exchange agents in connection with various mergers and acquisitions.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts not applicable \$ _____
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made NONE \$ _____
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year See Page 8
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund See Page 8 \$ _____
- (c) Is any part of pension plan funded? Specify. Yes X No _____
 (i) If funding is by insurance, give name of insuring company NOT APPLICABLE
 If funding is by trust agreement, list trustee(s) See Page 9
 Date of trust agreement or latest amendment See Page 9
 If respondent is affiliated in any way with the trustee(s), explain affiliation: See Page 9
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement See Page 9
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify.
 Yes X No _____
 If yes, give number of the shares for each class of stock or other security: See Page 9
- (ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes X No _____ If yes, who determines how stock is voted? See Page 9
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610).
 Yes X No _____ See Page 9A
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ 3,793
 (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ 118
6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account
 \$ NONE

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION — EXPLANATORY NOTES

7. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 5-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent.

Disclose all items amounting 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 possible assessments of additional taxes and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed.

3. (Continued)

(a) (b)

SOU HAS A DEFINED BENEFIT PENSION PLAN WHICH COVERS PRINCIPALLY SALARIED EMPLOYEES. The SOU retirement plan was merged into the Norfolk Southern (NS) plan on June 1, 1982. IT IS THE NS POLICY TO ACCRUE AS PENSION EXPENSE CURRENT SERVICE COSTS AND AMORTIZATION OF PRIOR SERVICE COSTS OVER INITIAL PERIODS RANGING FROM 15 TO 40 YEARS. Funding is on the basis of not less than the minimum funding standards of the Employee Retirement Income Security Act of 1981 (ERISA). Total pension expense for SOU in 1984 and 1983 was \$8.2 million and \$11.4 million, respectively. Contributions by SOU to the funded plan were \$16.3 million in 1984 (which includes advance payment for 1985 of approximately \$8.1 million) and \$11.2 million in 1983.

COMBINED NS PLAN

A comparison of the present value of accumulated plan benefits and plan net assets at market value from the most recent actuarial reports available is set forth on Pg. 9. The accumulated plan benefits are those earned by employees on service rendered to valuation date at current salary levels. A seven percent rate of return is assumed in determining the actuarial present value of accumulated plan benefits.

Continued on Page 9.

(a) Changes in Valuation Accounts

		Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio				N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio			N/A	N/A
as of / /	Noncurrent Portfolio			N/A	N/A

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

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

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

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

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

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

NOTES AND REMARKS

	January 1,	
	1984	1983
	(In thousands of dollars)	
Actuarial present value of accumulated plan benefits:		
Vested	\$371,897	\$359,161
Nonvested	<u>6,663</u>	<u>6,994</u>
	\$378,560	\$366,155
Net assets available for benefits at market value	\$410,765	\$343,019

The unfunded accrued actuarial liability is the excess of the NS plan's actuarial accrued liability (based on an actuarial cost method which considers future salary increases) over the actuarial value of net plan assets using a five-year moving average. The unfunded accrued actuarial liability for determining contribution levels is \$140.0 million and \$166.2 million at January 1, 1984 and 1983, respectively.

(c) (1)

Board of Managers	AFFILIATION WITH RESPONDENT OR NS
John L. Jones - Chairman	Executive Vice President-Administration
Richard F. Dunlap	President-NW
Joseph R. Neikirk	Vice President-Personnel & Labor Relations
John R. Turbyfill	Executive Vice President-Finance

Date of latest amendment:

- (1) Retirement Plans of NW and SR Railway Companies were merged into NS Retirement Plan effective June 1, 1982.

(d)

Affiliated companies which are included in the jointly administered pension plan in addition to the respondent are:

Norfolk Southern Corporation
 Norfolk & Western Railway Company
 Norfolk and Portsmouth Belt Line Railroad Company
 Virginia Holding Corporation
 Pocahontas Land Corporation
 Pocahontas Development Corporation
 Chesapeake Western Railway
 Lambert's Point Docks, Inc.

Each participating company makes contributions to the fund as determined by independent actuary reports annually.

(e) (i)

Investments of pension plan in securities of respondent or its affiliates at December 31, 1984:

SECURITIES	PAR VALUE
Norfolk and Western Railway 1st. Consol. Mtge. Bonds, 4%, 10/1/96	\$193,000
Virginian Railway Subordinated Income Debentures, 6%, 8/1/2008	\$ 96,000
Wabash Railroad General Mtge. Income Bonds, Series B, 4-1/4%, 1/1/91	\$753,000
Trailer Train Company, Note 6-1/2%, 4/17/97	\$308,000

(e) (ii)

The Chairman of the Board of Managers is authorized in accordance with Article III of the Plan for Supplemental Pensions and Article XII of the Retirement Plan to give instructions to the Board of Managers nominee regarding the execution of general proxies with respect to shares of stock held under the respective plans.

Continued on Page 9A.

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

NOTES AND REMARKS

4. Two voluntary funds, the Southern Railway Tax Eligible Good Government Fund and the Southern Railway Good Government Fund were organized by a group of Southern Railway employees in June, 1972 under the Federal Election Campaign Act of 1971. The bylaws of the two funds were amended in June 1982 to change the names to that of Norfolk Southern Corporation Tax Eligible Good Government Fund and to that of Norfolk Southern Corporation Good Government Fund, respectively, and to broaden the membership of each fund to include eligible employees of Norfolk Southern Corporation and subsidiaries. This was a result of the consolidation of Norfolk and Western Railway and Southern Railway as wholly owned subsidiaries of the Norfolk Southern Corporation. Each fund is registered with the Federal Election Commission.
7. Respondent carries a service interruption policy and a supplemental service interruption policy with the Imperial Insurance Company, Limited, under which it will be entitled to daily indemnities of up to \$1,185,427 and \$192,797, respectively, for work stoppage losses and may be obligated to pay additional premiums of up to \$23,708,540 and \$3,855,940, respectively, in the event work stoppage losses are sustained by other railroads.
8. SOU capitalizes interest on major construction projects in progress. Total interest cost incurred in 1984 amounted to \$56.8 million. Interest cost capitalized in 1984 was \$9.0 million.
9. Acquisitions and Business Combination

On June 1, 1982, NW and Southern consummated their consolidation as subsidiaries of Norfolk Southern pursuant to an I.C.C. order. Each issued share of NW common stock was converted into one share of Norfolk Southern (NS) common stock and each issued share of Southern common stock was converted into 1.9 shares of Norfolk Southern common stock, resulting in the issuance of 65,355,090 shares of Norfolk Southern common stock.

10. Related Parties

NS, the parent Holding Company, has four functional divisions: Marketing, Administration, Law and Finance. The costs of these functions are charged proportionately to the respective rail operating subsidiaries, NW and SOU, in return for services rendered by the holding company.

The rail operations of NW and SOU are coordinated at the holding company level by the NS President and Chief Operating Officer. Normal railroad operating relationships are maintained between NW and SOU with respect to divisions of freight revenue, rental of railroad equipment, and sharing charges for joint facility operations. Intercompany billings are made for all significant expenses incurred on behalf of each other.

The net balances arising from intercompany transactions, unsettled at December 31, 1984, are as follows: (in thousands)

Current

Accounts Payable - NW	\$36,847
Accounts Payable - NS	16,264

Non-Current

Amounts due from NS	\$39,731
---------------------	----------

11. Retained income at December 31, 1983, has been restated to reflect a conforming adjustment in connection with the NW and SR consolidation into Norfolk Southern. Refinements in accrual procedures in 1984 have resulted in revenue recognition of estimated revenues on certain unreported shipments. The adjustment increasing retained income has accumulated over a number of years. The effect on net income for any of the years presented is not material. Therefore, the statement of income for the year 1983 has not been restated.

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 12.

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

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

5. Cross-checks**Schedule 210**

Line 15, column (b)
Line 49 plus 50 plus 51, column (b)
Line 52, column (b)

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)

Schedule 210

= Line 64, column (b)
= Line 65, column (b)
= Line 66, column (b)

Schedule 410

= Line 620, column (h)
= Line 620, column (f)
= Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	1,122,371	1,000,718	1,122,371		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	8,462	7,510	8,462		4
5		(105) Water Transfers					5
6		(106) Demurrage	9,980	8,945	9,980		6
7		(110) Incidental	3,173	2,635	3,173		7
8		(121) Joint Facility-Credit	28		28		8
9		(122) Joint Facility-Debit	(1)	(19)	(1)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	1,144,015	1,019,827	1,144,015		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	1,144,015	1,019,827	1,144,015		13
14	*	(531) Railway operating expenses	953,018	877,005	953,018		14
15	*	Net revenue from railway operations	190,997	142,822	190,997		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	743	1,410			16
17		(510) Miscellaneous rent income	4,289	2,641			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	1,328	1,044			19
20		(514) Interest Income	33,955	21,805			20
21		(516) Income from sinking and other funds	2,523	1,456			21
22		(517) Release of premiums on funded debt	8	10			22
23		(518) Contributions from other companies					23
24		(519) Miscellaneous income	3,597	8,331			24
		Income from affiliated companies					
25		(513) Dividends (equity method)	90,610	93,501			25
26		Equity in undistributed earnings (losses)	40,271	(14,228)			26
27		TOTAL OTHER INCOME (lines 16-26)	177,324	115,970			27
28		TOTAL INCOME (lines 15, 27)	368,321	258,792			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	55	104			29
30		(535) Taxes on property used in other than carrier operations	185	790			30
31		(543) Miscellaneous rent expense	6	1			31
32		(544) Miscellaneous taxes	350				32
33		(545) Separately operated properties-Loss					33
34		(549) Maintenance of investment organization					34
35		(550) Income transferred to other companies					35
36		(551) Miscellaneous income charges	13,659	2,812			36
37		(553) Uncollectible accounts					37
38		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-37)	14,255	3,707			38
39		Income available for fixed charges Lines 28, 38)	354,066	255,085			39

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
40		(a) Fixed interest not in default	36,585	40,811	40
41		(b) Interest in default			41
42		(547) Interest on unfunded debt	10,837	1,232	42
43		(548) Amortization of discount on funded debt	415	479	43
44		TOTAL FIXED CHARGES (lines 40-43)	47,837	42,522	44
45		Income after fixed charges (lines 39, 44)	306,229	212,563	45
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
46		(c) Contingent interest			46
UNUSUAL OR INFREQUENT ITEMS					
47		(555) Unusual or infrequent items (debit) credit			47
48		Income (Loss) from continuing operations (before income taxes)	306,229	212,563	48
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
49	*	Federal income taxes	7,306	(31,898)	49
50	*	State income taxes	1,193	243	50
51	*	Other income taxes			51
52	*	(557) Provision for deferred taxes	56,586	91,177	52
53		TOTAL PROVISIONS FOR INCOME TAXES (lines 49-52)	65,085	59,522	53
54	*	Income from continuing operations	241,144	153,041	54
DISCONTINUED OPERATIONS					
55		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			55
56		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			56
57		Income before extraordinary items	241,144	153,041	56
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
58		(570) Extraordinary items (Net)			58
59		(590) Income taxes on extraordinary items			59
60		(591) Provision for deferred taxes-Extraordinary items			60
61		TOTAL EXTRAORDINARY ITEMS (lines 58-60)			61
62		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			62
63	*	Net income (Loss)	241,144	153,041	63
Reconciliation of net railway operating income (NROI)					
64	*	Net revenues from railway operations	190,997	142,822	64
65	*	(556) Income taxes on ordinary income (-)	(8,499)	31,655	65
66	*	(557) Provision for deferred income taxes (-)	(56,586)	(91,177)	66
67		Income from lease of road and equipment (-)	(235)	(6)	67
68		Rent for leased roads and equipment (+)	1,407	4,739	68
69		Net railway operating income (loss)	127,084	88,033	69

NROI Restated to Retirement-Replacement-Betterment Basis:

Reconciliation of net railway operating income (NROI) - (RRB)		
*	Net revenues from railway operations	133,416
*	(556) Income taxes on ordinary income (-)	(8,499)
*	(557) Provision for deferred income taxes (-)	(28,486)
	Income from lease of road and equipment (-)	(235)
	Rent for leased roads and equipment (+)	1,407
	Net railway operating income (loss)	97,603

Consolidated Balance Sheets

Norfolk Southern Corporation and Subsidiaries
As of December 31, 1984 and 1983

	1984	1983
	(In thousands of dollars)	
Assets		
Current assets:		
Cash	\$ 31,218	\$ 2,092
Short-term investments at cost which approximates market	1,015,807	1,036,706
Accounts receivable net of allowance for doubtful accounts of \$18.3 million and \$12.9 million	590,594	539,733
Materials and supplies	77,238	64,626
Other current assets	67,280	46,804
Total current assets	1,782,145	1,689,961
Other assets:		
Investments	292,201	198,997
Properties less accumulated depreciation	6,425,697	6,198,638
Other assets	167,141	119,901
Total assets	<u>\$8,667,184</u>	<u>\$8,207,497</u>
Liabilities and stockholders' equity		
Current liabilities:		
Current maturities of long-term debt	\$ 103,736	\$ 114,429
Accounts payable	475,863	415,969
Income and other taxes	160,968	125,205
Other current liabilities	127,072	133,471
Total current liabilities	867,639	789,074
Other liabilities:		
Long-term debt	857,444	961,858
Other liabilities	175,939	165,631
Minority interests	93,974	93,972
Deferred income taxes	2,199,635	2,005,426
Total liabilities	4,194,631	4,015,961
Stockholders' equity:		
Common stock \$1.00 per share par value, 150,000,000 shares authorized; 65,351,275 shares and 65,351,330 shares issued	65,351	65,351
Other capital	578,785	578,787
Retained income	3,849,033	3,568,201
Less treasury stock at cost, 2,413,767 shares and 2,424,428 shares	(20,616)	(20,803)
Total stockholders' equity	4,472,553	4,191,536
Total liabilities and stockholders' equity	<u>\$8,667,184</u>	<u>\$8,207,497</u>

The company reporting to the Interstate Commerce Commission in this report is a subsidiary of Norfolk Southern Corporation. Financial reporting to shareholders and the general public is made on a consolidated basis and the above balance sheet, as reported in Norfolk Southern's Annual Stockholder Report for 1984, is included in this report in order to put the financial data of the reporting company into proper perspective relative to the Norfolk Southern Corporation and Subsidiaries.

Consolidated Statements of Income

Norfolk Southern Corporation and Subsidiaries
 Years ended December 31, 1984, 1983 and 1982

	<u>1984</u>	<u>1983</u>	<u>1982</u>
	(In thousands of dollars except earnings per common share)		
Railway operating revenues:			
Freight	\$3,403,118	\$3,044,168	\$3,247,100
Other	<u>121,471</u>	<u>103,879</u>	<u>111,896</u>
Total railway operating revenues	<u>3,524,589</u>	<u>3,148,047</u>	<u>3,358,996</u>
Railway operating expenses:			
Way and structures	507,591	488,362	485,233
Equipment	672,906	606,307	626,649
Transportation	1,245,178	1,180,486	1,261,085
General and administrative	<u>364,882</u>	<u>329,193</u>	<u>326,758</u>
Total railway operating expenses	<u>2,790,557</u>	<u>2,604,348</u>	<u>2,699,725</u>
Net revenue from railway operations	<u>734,032</u>	<u>543,699</u>	<u>659,271</u>
Other income — net:			
Interest	119,811	90,348	122,411
Income of nonrailroad affiliates before income taxes	50,566	38,658	46,518
Other — net	<u>3,087</u>	<u>10,443</u>	<u>32,748</u>
Total other income — net	<u>173,464</u>	<u>139,449</u>	<u>201,677</u>
Interest expense	<u>68,332</u>	<u>79,610</u>	<u>90,157</u>
Income before income taxes	<u>839,164</u>	<u>603,538</u>	<u>770,791</u>
Income taxes:			
Provision for income taxes:			
Current	177,185	44,537	76,842
Deferred	<u>179,766</u>	<u>202,536</u>	<u>232,192</u>
Total income taxes	<u>356,951</u>	<u>247,073</u>	<u>309,034</u>
Net income	<u>\$ 482,213</u>	<u>\$ 356,465</u>	<u>\$ 461,757</u>
Earnings per common share	\$ 7.66	\$ 5.67	\$ 7.37

The company reporting to the Interstate Commerce Commission in this report is a subsidiary of Norfolk Southern Corporation. Financial reporting to shareholders and the general public is made on a consolidated basis and the above income statement, as reported in Norfolk Southern's Annual Stockholder Report for 1984, is included in this report in order to put the financial data of the reporting company into proper perspective relative to the Norfolk Southern Corporation and Subsidiaries.

220. RETAINED EARNINGS

(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be shown in parentheses.

3. Show under "Remarks" the amount of assigned Federal income tax consequences for accounts 606 and 616.

4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 62, column (b), Schedule 210.

6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item	Retained earnings— Unappropriated	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
		(a)	(b)	(c)	
1		Balances of beginning of year	\$ 1,234,771	\$ 487,116	1
2		(601.5) Prior period adjustments to beginning retained earnings	11,064		2
		CREDITS			
3	*	(602) Credit balance transferred from income	200,873	40,271	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	200,873	40,271	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	103,348		11
12		Preferred stock ¹	3,116		12
13		TOTAL	106,464		13
14		Net increase (decrease) during year (Line 6 minus line 13)	94,409	40,271	14
15	*	Balances at close of year (Lines 1, 2 and 14)	1,340,244	527,387	15
16	*	Balances from line 15(c)	527,387	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	1,867,631	NA	17
18		(797) Total appropriated retained earnings			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at Close of year \$ _____			21
		REMARKS			
22		Amount of assigned Federal income tax consequences: Account 606		N/A	22
23		Account 616		N/A	23

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

See Note 11 on Page 9a.

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common No Par	None	50,000,000	16,668,997		16,668,997	166,690		1
2									2
3									3
4	Preferred								4
5									5
6	No Par Series A Preferred	None	10,000,000	1,198,611		1,198,611	59,931		6
7									7
8	Series A Preference	None	10,000,000						8
9									9
10	TOTAL		70,000,000	17,867,608		17,867,608	226,621		10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	1,198,611	59,931	16,668,997	166,690			92,880	11
12	Capital Stock Sold ¹								12
13	Capital Stock Re-acquired								13
14	Capital Stock Canceled								14
15	Stock Dividends								15
16	Balance at close of year	1,198,611	59,931	16,668,997	166,690			92,880	16

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

240. STATEMENT OF CHANGES IN FINANCIAL POSITION

(Dollars in Thousands)

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets of financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an application of funds for investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

1. Cross-checks**Schedule 240****Schedule 210**

Line 1, column B = Line 54, column B

** Note***SOUTHERN RAILWAY COMPANY AND CONSOLIDATED SUBSIDIARIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
SOURCES OF WORKING CAPITAL					
1	*	Working capital provided by operations:			
		Income (loss) from continuing operations	221,125	156,141	1
2		Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital:			2
		Loss (gain) on sale or disposal of tangible property			3
3		Depreciation and amortization expenses	146,214	140,322	3
4		Net increase (decrease) in deferred income taxes	85,018	119,484	4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year			5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	471	5,966	6
7		Other (specify):			7
8		Gain on acquisition of bonds	(1,307)	(3,814)	8
9		Miscellaneous Items	180	456	9
10					10
11					11
12		TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS	451,701	418,555	12
13		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles			13
14		TOTAL WORKING CAPITAL FROM OPERATIONS	451,701	418,555	14
15		Working capital from sources other than operating:		453	15
16		Proceeds from issuance of long-term liabilities			16
17		Proceeds from sale/disposition of carrier operating property	16,348	19,148	17
18		Proceeds from sale/disposition of other tangible property		8,475	18
19		Proceeds from sale/repayment of investments advances			19
20		Net decrease in sinking and other special funds			20
21		Proceeds from issue of capital stock			21
22		Other (specify):			22
23		Gain on disposition of other tangible properties	(6,394)	(7,670)	23
24		included in net income			24
25					25
26		TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING	9,954	20,406	26
27		TOTAL SOURCES OF WORKING CAPITAL	461,655	438,961	27

*Note

240. STATEMENT OF CHANGES IN FINANCIAL POSITION-Conclusion

(Dollars in Thousands)

SOUTHERN RAILWAY COMPANY AND CONSOLIDATED SUBSIDIARIES

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
APPLICATION OF WORKING CAPITAL					
28		Amount paid to acquire/retire long-term liabilities	79,163	94,448	28
29		Cash dividends declared	106,196	105,365	29
30		Purchase price of carrier operating property	239,983	119,107	30
31		Purchase price of other tangible property	711	1,306	31
32		Purchase price of long-term investment and advances	29,344		32
33		Net increase in sinking or other special funds Gross	14,510	16,450	33
34		Purchase price of acquiring treasury stock			34
35		Other (specify): FIT benefits used on NS consolidated return	6,427	24,383	35
36		Other uses - net	2,021	1,367	36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44		TOTAL APPLICATION OF WORKING CAPITAL	478,355	362,426	44
45		Net increase (decrease) in working capital	(16,700)	76,535	45

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 8, 9, 10, 20, and 21, to two decimal places.

*Note

Southern Railway Company and Consolidated Subsidiaries

Line No.	Item (a)	Source No.	Amount (b)	Line
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	11,548	1
2	Customers (706)	Schedule 200, line 6, column b	92,932	2
3	Other (707)	Note A	2,800	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	107,280	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	1,795,407	5
6	Rent Income	Note B	125,373	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	1,920,780	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	5,335.50	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	20.11	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	35.11	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	5,087	11
12	Audited Accounts and Wages Payable (753)	Note A	2,229	12
13	Accounts Payable—Other (754)	Note A	1,962	13
14	Other Taxes Accrued (761.5)	Note A	38,798	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	48,076	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	1,406,251	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	145,474	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	1,386,150	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	3,850.42	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	12.49	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	22.62	21
22	Cash Working Capital Required	Line 21 x line 19	87,097	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	413,430	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	87,097	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	33,153	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	500	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	32,653	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	119,750	28

- Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.
- (B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
- (C) If result is negative, use zero.

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	Al	VII	The Ala. Grt. Sou. RR Co. Pfd. F	100.00	1
2				The Ala. Grt. Sou. RR Co. Ord. F	100.00	2
3				Algers, Winslow & Western Ry. Com.	50.00	3
4				the A. & C.A.L. Ry. Co. Com.	100.00	4
5				Atlantic & E. Caro. Ry. Co. Com.	100.00	5
6				Augusta & Summerville RR Co. Com.	25.00	6
7				Birmingham Terminal Co. Com.	66.67	7
8				Blue Ridge Railway Co. Com.	100.00	8
9				Camp Lejeune Railroad Co. Com.	100.00	9
10				Carolina & Northwestern Ry. co. Com.	100.00	10
11				Cent. of Georgia RR Co. Com.	100.00	11
12				Cent. Trf. Ry. & Stge. Co. Com.	50.00	12
13				Chattanooga Station Co. Cap. N	33.33	13
14				The C.N.O. & T.P. Ry. Co. Com.	100.00	14
15				Danville & Western Ry. Co. Com. N	100.00	15
16				Elberton Southern Ry. Co. Com. H	100.00	16
17				The Ga. Mid. Ry. Co. Com. N	100.00	17
18				The GA Nor. Ry. Co. Com.	100.00	18
19				Ga. Sou. & Fla. Ry. Co. 2nd Pfd.	100.00	19
20				Ga. Sou. & Fla. Ry. Co. Com. C N	100.00	20
21				HPRA&S RR Co. Com. F N	85.73	21
22				Interstate Railroad Co. Cap.	100.00	22
23				Mobile & Bghm. RR Co. Pfd. F	M *	23
24				Mobile & Bghm. RR Co. Com. F	51.1	24
25				No. & Por. Belt L. RR Co. Com.	14.29	25
26				The N. Caro. Mid. RR. Co. Cap. F	97.36	26
27				No. Charleston Term. Co. Cap.	33.33	27
28				R. F. & P. RR Co. Div. Oblig.		28
29				Sou. Ry. & Carolina Div. Com. C	100.00	29
30				State University RR Co. Com. N	54.2	30
31				St. Johns River Term. Co. Com.	100.00	31
32				Tenn. Ala. & GA. Ry. Co. Com.	100.00	32
33				Tenn. Railway Co. Com.	100.00	33
34				Term. RR Assoc. of St. L. Com. N	6.25	34
35				Transylvania RR Co. Com.	97.16	35
36				Va. Mid. Ry. Co. Com. F N	100.00	36
37				Va. & Southwestern Ry. Co. Com.	100.00	37
38				Yadkin Railroad Company Com. F	74.40	38
39				Total 721-Al VII		39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

(Dollars in Thousands)

be used to conserve space.

6. If any of the companies included in this schedule are controlled by respondent the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.

9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

10. This schedule should not include securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes.

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	9,190			9,190			3,245	1
2	19,894			19,894			7,517	2
3	1,752	733	449	2,036				3
4	4,242			4,242				4
5	525			525				5
6	18	24		42				6
7	25			25				7
8	15			15			100	8
9	25			25				9
10	19,566			19,566			10,000	10
11	34,563			34,563			32,000	11
12	19	6		25				12
13								13
14	53,563			53,563			16,146	14
15								15
16	50			50				16
17								17
18	2,811			2,811			3,150	18
19	101			101			1,452	19
20	323			323			4,895	20
21								21
22	14,850			14,850			5,760	22
23	17			17				23
24	45			45				24
25	8			8				25
26	55			55			27	26
27	35			35			2	27
28	3,029			3,029			607	28
29	4,935			4,935				29
30								30
31	30			30				31
32	5,679			5,679			301	32
33	750			750			200	33
34								34
35	72			72				35
36								36
37	4,000			4,000			300	37
38	1			1				38
39	180,188	763	449	180,502			85,702	39
40								40

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A2	VII	Chattanooga Term. Ry. Co. Cap.	100.00	1
2				Memphis & Chas. RR Co. N Com. F	100.00	2
3				Memphis & Chas RR Co. N Com. M2	100.00	3
4				Sou. Reg. Coal Trans., Inc. Cap.	100.00	4
5				Total A2		5
6						6
7	721	A3	VI	Arrowood - Sou. Exec. Park Inc. Cap.	100.00	7
8				Charlotte-Southern Corp. Com.	100.00	8
9				Citico Realty Co. Cap.	49.50	9
10				Lenoir Car Works Cap.	100.00	10
11				The National Investment Co. Com.	100.00	11
12				Richmond-Washington Co. Com.	20.00	12
13				Sou. Reg. Ind. Realty, Inc. Com.	100.00	13
14				Terminal Properties, Inc. Com.	50.00	14
15		A3	VII	Trailer Train Co. Cap.	2.44	15
16		A3	X	Atlanta Terminal Com.	66.67	16
17		A3	VIII	Sou. Rail Term. of Ala. Inc. Cap.	100.00	17
18		A3	VIII	Sou. Rail Term. of N.C. Inc. Com.	100.00	18
19		A3	VIII	Sou. Reg Materials Supply, Inc. Com.	100.00	19
20		A3	VIII	Norfolk Southern Corporation Cap.	50.00	20
21				Total A3		21
22				Total 721A		22
23	721	B1	VII	Cent. Trans. Ry. & Stge. Co. 1st		23
24				Mtge. Gold Extd. 5% J-1-1-1959		24
25				Danville & Western Ry. Co.		25
26				1st Mtge. 5% F-12-31-2000		26
27				Elberton Southern Ry. Co.		27
28				1st Mtge. 5% F-1-1-1959		28
29				H.P.R.A.&S. RR Co.		29
30				1st Mtge. 5% F-12-31-2000		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1	45			45			4	1
2								2
3								3
4	1			1				4
5	46			46			4	5
6								6
7	1			1				7
8	1			1				8
9	5			5				9
10	1,464			1,464				10
11	500			500				11
12	445			445			221	12
13	440			440				13
14	1			1				14
15	133			133				15
16	1,281			1,281				16
17	1			1				17
18	1			1				18
19	1			1				19
20	5,135			5,135			5,512	20
21	9,409			9,409			5,735	21
22	<u>189,643</u>	<u>763</u>	<u>449</u>	<u>189,957</u>			<u>91,439</u>	22
23								23
24	10		10					24
25								25
26	44			44			50	26
27								27
28	150			150				28
29								29
30	21			21			19	30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	B1	VII	Mobile and Birmingham RR Co.		1
2				1st Mtge. 4% F-3-1-1998	M&S-1	2
3				Mobile & Birmingham RR Co.		3
4				Prior Lien 5% F-3-1-1998	M&S-1	4
5				The No. Carol Mid RR Co.		5
6				1st Mtge. 6% F 7-1-1995	J&J-1	6
7				Yadkin Railroad Co.		7
8				1st Mtge. 5% F-12-21-2000	J&J-1	8
9				Total B1		9
10						10
11	721	B2	VII	Memphis & Chas. Ry. Co.		11
12				1st Mtge. 6% M2 4-1-1998	A&O-1	12
13				Total 721-B		13
14						14
15						15
16						16
17	721	D	VII	Dan. & West. Ry. Co.		17
18				Ctf. of Ind. Demand N	Oct. 1	18
19				H.P.R.A. & S. RR Co.		19
20				Ctf. of Ind. 5% 7-1-1984 N	J&J-1	20
21				H.P.R.A. & S. RR Co.		21
22				Ctf. of Ind. 5% Demand N	J&J-1	22
23				H.P.R.A. & S. RR Co.		23
24				Ctfs. of Ind. 5% Demand N	Demand	24
25				H.P.R.A. & S. RR Co.		25
26				Ctfs. of Ind. 5% Demand N	A&O-1	26
27				Sou. Ry. - Carolina Div.		27
28				Ctfs. of Ind. 4% 7-1-1952N	J&J-1	28
29				Sou. Ry.-Carolina Div.		29
30				Notes 5% Demand N	Demand	30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

Line No	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1								1
2	1,192			1,192				2
3								3
4	596			596				4
5								5
6	348			348			48	6
7								7
8	51			51			30	8
9	2,412		10	2,402			147	9
10								10
11								11
12	700			700				12
13	<u>3,112</u>		<u>10</u>	<u>3,102</u>			<u>147</u>	13
14								14
15								15
16								16
17								17
18							E 48	18
19								19
20							10	20
21								21
22							8	22
23								23
24							1	24
25								25
26							4	26
27								27
28								28
29								29
30							38	30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	D1	VII	Yadkin Railroad Co.		1
2				Ctf. of Ind. 5% 7-1-1904 N	J&J-1	2
3				Yadkin Railroad Co.		3
4				Ctfs. of Ind. 5% Demand N	J&J-1	4
5				Yadkin Railroad Co.		5
6				Ctfs. of Ind. 5% Demand N	Demand	6
7				Total D1		7
8						8
9	721	D3	VI	Sou. Reg. Ind. Realty, Inc.		9
10				Ctfs. of Ind. Demand	No. Int.	10
11			VII	Trailer Train Co.		11
12				Notes 6-1/2% 1-1-1997	J&D-15	12
13				Trailer Train Co.		13
14				Notes 7-1/2% 1-1-1999	J&D-15	14
15				Total D3		15
16				Total 721-D		16
17						17
18	721	E1	VII	The Atlanta & Char. Air L. Ry. Co.		18
19						19
20				Birmingham Terminal Co.		20
21				Birmingham Terminal Co.		21
22				Central Transfer Ry. & Stge. Co.		22
23						23
24				Ga. Sou. & Fla. Ry. Co.		24
25						25
26						26
27				Nor. & Ports Belt Line RR. Co.		27
28				North Charleston Terminal Co.		28
29				Southern Ry.-Carolina Division		29
30				Terminal Railroad Assoc. of St. Louis		30
31						31
32				Norfolk Southern Corp.		32
33				Total E1		33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1								1
2							26	2
3								3
4							32	4
5								5
6							3	6
7							170	7
8								8
9								9
10	123			123				10
11								11
12	292			292			19	12
13								13
14	289			289			22	14
15	704			704			41	15
16	704			704			211	16
17								17
18	1,926		1,027	899			66	18
19								19
20								20
21								21
22	9	9		18				22
23								23
24	1			1			91	24
25								25
26								26
27	110		15	95			4	27
28	95			95			3	28
29	55			55				29
30	164	80		244				30
31								31
32	9,731	30,000		39,731				32
33	12,091	30,089	1,042	41,138			164	33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E3	VI			1
2				Arrow Sou. Exec. Park, Inc.		2
3				Citico Realty Co.		3
4				The National Investment Co.		4
5				The National Investment Co.		5
6				Sou. Reg. Ind. Realty, Inc.		6
7			X	Southern Rail Terminals, Inc.		7
8				Southern Rail Terminals of Alabama, Inc.		8
9			VI	Terminal Properties, Inc.		9
10			X	Southern Rail Terminals of North Carolina, Inc.		10
11				Total E3		11
12				Total 721-E		12
13						13
14				Grand Total 721		14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
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34						34
35						35
36						36
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39						39
40						40

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1								1
2	219			219			2	2
3	1,508			1,508				3
4	943			943				4
5	3,831			3,831				5
6	5,315			5,315				6
7	4,471			4,471				7
8	198			198				8
9								9
10	38,550			38,550				10
11	55,035			55,035			2	11
12	67,126	30,089	1,042	96,173			166	12
13								13
14	260,585	30,852	1,501	289,936			91,963	14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

NOTES AND REMARKS

References for Pages 22, 23, 24, 25, 25A, 25B, 25C, 25D, 25E, and 25F
721-A - Column (d)

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 the name of Southern Railway belong to the Atlanta and Charlotte Air Line Railway Company, and are held by Southern Railway Company, under the terms of the lease referred to.

M2-Pledged under Southern Railway Company Memphis Division of First Mortgage.

N-Book Value less than \$1,000

- Column (e) Other parties to joint control:

Augusta & Summerville Railroad Co. C. of Ga. RR Co. 25%

Seaboard System Railroad 50%

Atlanta Terminal Company

C. of GA R. Co. 33 1/3%

Birmingham Terminal Company

A.G.S. RR Co., C. of Ga. RR Co., each 16 2/3%

Central Transfer Ry. & Storage Co.

Seaboard System Railroad 50%

Chattanooga Station Company

C. N.O.&T.P. Ry. Co. A.G.S. RR Co., each 33 1/3%

North Charleston Terminal Co.
Norfolk & Portsmouth Belt Line

Seaboard System Railroad 66-2/3%

C&O Ry. Co., C&NW Ry. Co., each 14.29%; NW

Ry. Co. & Seaboard System R.R., each 28.57%

Terminal RR Association of
St. Louis

Seaboard System RR, St. L-SF Ry. Co., B.N. RR Co.

N&W Ry. 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%; ICG RR Co., ConRail 12-1/2%

each; M.P. RR Co. 18 3/4%.

Richmond-Washington Company

B&O Co., C&O Ry. Co., each 20%; Seaboard
System Railroad 40%

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

NOTES AND REMARKS

References for Pages 22, 23, 24, 25, 25A, 25B, 25C, 25D, 25E and 25F.

721-B - Column (d)

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 Trustee shall not be under any duty or obligation to enforce collection thereof.

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

721-D - Column (1)

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

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definitions of "carrier" and "noncarrier," see general instructions.

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
Carriers (List specifics for each company)								
	<u>Stock</u>							
1	The Alabama Gt. Sou. RR Co. Pfd. - Ord.	89,683	1,028	3,489			94,200	1
2	The A&C. A.L. Ry. Co. Common	6,338		6,835			13,173	2
3	Atlantic & E. Caro. Ry. Co. Common	2,310	57	801			3,168	3
4	Augusta & Summerville R. R. Co. Common	24				(24)	- 0 -	4
5	Birmingham Terminal Co. Common	12					12	5
6	Blue Ridge Ry. Co. Common	1,190		426			1,616	6
7	Camp LeJeune R.R. Co. Common	(61)	2	82			23	7
8	Central of Georgia R.R. Co. Common	147,480	1,916	663			150,059	8
9	Cent. Transfer Ry. & Storage Co. Common	6				(6)	- 0 -	9
10	Chattanooga Station Co. Common	16		7			23	10
11	Chattanooga Terminal Co. Common	122		(2)			120	11
12	The C.N.O. & T.P. Ry. Co. Common	105,199	(1,780)	11,798			115,217	12
13	Danville & Western Ry. Co. Common	4,449		1,131			5,580	13
Noncarrier (List specifics for each company)								
14	Elberton Southern Ry. Co. Common	689		245			934	14
15	Georgia Midland Ry. Co. Common	333					333	15
16	Georgia Northern Ry. Co. Common	9,245	110	445			9,800	16
17	Georgia Sou. & Florida Ry. Co. Common	51,393	679	2,053			54,125	17
18	H.P.R.A. & S. R. R. Co. Common	(793)		229			(564)	18
19	Interstate R. R. Co. Common	(3,994)	178	(478)			(4,294)	19
20								20
21	Memphis & Charleston Ry. Co. Common	(3,282)		(54)			(3,336)	21
22	Mobile & Birmingham R. R. Co. Common	1,223					1,223	22
23	Norfolk & Portsmouth-Belt Line RR. Co. Common	-					- 0 -	23
24	Carolina & Northwestern Ry. Co. Common	35,119	441	(1,334)			34,226	24
25	North Carolina Midland R. R. Co. Common	471		1			472	25
26	North Charleston Term. Co. Common	1					1	26
27	Sou. Ry. Carolina Division Common	6,872		4,419			11,291	27

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definitions of "carrier" and "noncarrier," see general instructions.

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
	<u>CARRIERS (List specifics for each company)</u> <u>STOCK</u>							
1	St. Johns River Terminal Co. Common	2,776		1,106			3,882	1
2	State University R. R. Co. Common	425	1	117			543	2
3	Tenn. Ala. & Ga. Ry. Co. Common	(2,733)	13	132			(2,588)	3
4	Tennessee Railway Co. Common	2,092	30	166			2,288	4
5	Pennsylvania R. R. Co. Common	1,305		189			1,494	5
6	Virginia & Southwestern Ry. Co. Common	(1,091)		1,527			436	6
7	Yadkin R. R. Co. Common	397		460			857	7
8								8
9								9
10	<u>NONCARRIERS (List specifics for each company)</u>							10
11	Arrowood Southern Exec. Pk. Common	42		45			87	11
12	Atlanta Terminal Co. Common	(1,158)		7			(1,151)	12
13	Charlotte - Southern Corp. Common	1,170		34			1,204	13
14	<u>NONCARRIERS (List specifics for each company)</u>							
14	Citico Realty Co. Common	(4,105)		(1,337)			(5,442)	14
15	Lenoir Car Works Common	31		(3)			28	15
16	National Investment Co. Common	6,140		585			6,725	16
17	Southern Rail Terminals of Ala. Common	(1,849)		156			(1,693)	17
18	Southern Region Coal Transport, Inc. Common	(31)					(31)	18
19								19
20	Southern Region Industrial Realty, Inc. Common	30,423		3,718			34,141	20
21								21
22	Southern Region Materials Supply, Inc. Common	(762)		(33)			(795)	22
23	Terminal Properties, Inc. Common	(1)					(1)	23
24	Southern Rail Terminals of N.C. Common			1			1	24
25								25
26								26
27	Total	487,116	2,675	37,626		(30)	527,387	27

Road Initials: S00 Year: 1984

25-A

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330 AND 330A

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property," and Account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. If the amount in Account 732 for road or for equipment is less than 5% of the amount in Account 731 at the beginning and end of year, the details in the corresponding portion of Schedule 330A may be omitted. However, lines 43, Grand Total should be completed. The balances, by primary accounts, should, insofar as known, be stated in column (b), and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In column (e) and (f) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

330. ROAD AND EQUIPMENT PROPERTY
(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	17,740		125	1
2		(3) Grading	106,206			2
3		(4) Other right-of-way expenditures	1,586			3
4		(5) Tunnels and subways	5,340			4
5		(6) Bridges, trestles, and culverts	87,161			5
6		(7) Elevated structures	-			6
7		(8) Ties	276,812			7
8		(9) Rail and other track material	518,234			8
9		(11) Ballast	86,711			9
10		(13) Fences, snowsheds, and signs	2,948			10
11		(16) Station and office buildings	84,636			11
12		(17) Roadway buildings	15,540			12
13		(18) Water stations	126			13
14		(19) Fuel stations	3,153			14
15		(20) Shops and enginehouses	26,157			15
16		(22) Storage warehouses	-			16
17		(23) Wharves and docks	35			17
18		(24) Coal and ore wharves	-			18
19		(25) TOFC/COFC terminals	8,022			19
20		(26) Communication systems	16,364			20
21		(27) Signals and interlockers	53,437			21
22		(29) Power plants	215			22
23		(31) Power-transmission systems	1,701			23
24		(35) Miscellaneous structures	810			24
25		(37) Roadway machines	46,149			25
26		(39) Public improvements - Construction	10,169			26
27		(44) Shop machinery	19,075			27
28		(45) Power-plant machinery	1,018			28
29		Other (specify and explain)	16,210			29
30		TOTAL EXPENDITURES FOR ROAD	1,405,555		125	30
31		(52) Locomotives	368,322			31
32		(53) Freight-train cars	947,164			32
33		(54) Passenger-train cars	966			33
34		(55) Highway revenue equipment	60,546			34
35		(56) Floating equipment	-			35
36		(57) Work equipment	36,063			36
37		(58) Miscellaneous equipment	28,728			37
38		TOTAL EXPENDITURES FOR EQUIPMENT	1,441,789			38
39		(76) Interest during construction	13,984			39
40		TOTAL	2,861,328		125	40
41		(80) Other elements of investment				41
42		(90) Construction in progress	85,928			42
43		GRAND TOTAL	2,947,256		125	43

Column (d) reflects properties capitalized resulting from the acquisition of 2.15 miles of Seaboard System Railroad trackage at Huntsville, AL.

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

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		236	23	338	18,078	1
2		5,043	7	4,986	111,192	2
3		47		47	1,633	3
4		228		228	5,568	4
5		5,201	104	5,097	92,258	5
6		-				6
7		62,598	6,965	55,633	332,445	7
8		(45,068)	9,233	(54,301)	463,933	8
9		29,940	2,123	27,817	114,528	9
10		80	1	79	3,027	10
11		11,981	126	11,855	96,491	11
12		823	1	822	16,362	12
13		5		5	131	13
14		27	(1)	28	3,181	14
15		1,264	90	1,174	27,331	15
16		160		160	160	16
17		97		97	132	17
18						18
19		212		212	8,234	19
20		1,654	26	1,628	17,992	20
21		2,331	165	2,166	55,603	21
22		5		5	220	22
23		73		73	1,774	23
24		(334)	(3)	(331)	479	24
25		5,659	398	5,261	51,410	25
26		621	51	570	10,739	26
27		1,045	34	1,011	20,086	27
28		26		26	1,044	28
29		(16,210)	-	(16,210)	-	29
30		67,744	19,393	48,476	1,454,031	30
31		12,689	564	12,125	380,447	31
32		2,073	13,998	(11,925)	935,239	32
33					966	33
34		2,512	2,086	426	60,972	34
35						35
36		578	136	442	36,505	36
37		2,101	1,184	917	29,645	37
38		19,953	17,968	1,985	1,443,774	38
39			21	(21)	13,963	39
40		87,697	37,382	50,440	2,911,768	40
41	*					41
42		27,947	(24)	27,971	113,899	42
43		113,644	37,358	78,411	3,025,667	43

330A. IMPROVEMENTS ON LEASED PROPERTY
(Dollars in Thousands)

Line No.	Cross Check	Account	Balance at beginning of year	Expenditures during the year for original road and equipment ment, and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc.	Line No.
		(a)	(b)	(c)	(d)	
1		(2) Land for transportation purposes	1,126			1
2		(3) Grading	16,280			2
3		(4) Other right-of-way expenditures	147			3
4		(5) Tunnels and subways	3			4
5		(6) Bridges, trestles, and culverts	23,041			5
6		(7) Elevated structures	-			6
7		(8) Ties	90,908			7
8		(9) Rail and other track material	147,782			8
9		(11) Ballast	59,678			9
10		(13) Fences, snowsheds, and signs	210			10
11		(16) Station and office buildings	2,877			11
12		(17) Roadway buildings	1,490			12
13		(18) Water stations	11			13
14		(19) Fuel stations	227			14
15		(20) Shops and enginehouses	3,879			15
16		(22) Storage warehouses	-			16
17		(23) Wharves and docks	13			17
18		(24) Coal and ore wharves	-			18
19		(25) TOFC/COFC terminals	1,168			19
20		(26) Communication systems	721			20
21		(27) Signals and interlockers	14,577			21
22		(29) Power plants	23			22
23		(31) Power-transmission systems	430			23
24		(35) Miscellaneous structures	557			24
25		(37) Roadway machines				25
26		(39) Public improvements - Construction	1,817			26
27		(44) Shop machinery				27
28		(45) Power-plant machinery	4			28
29		Other (specify and explain)	2,401			29
30		TOTAL EXPENDITURES FOR ROAD	369,370			30
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		TOTAL EXPENDITURES FOR EQUIPMENT	-0-			38
39		(76) Interest during construction	2,416			39
40		TOTAL	371,786			40
41		(80) Other elements of investment				41
42		(90) Construction in progress	992			42
43		GRAND TOTAL	372,778			43

330A. IMPROVEMENTS ON LEASED PROPERTY -- Continued

(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1					1,126	1
2		989		989	17,269	2
3		171		171	318	3
4					3	4
5		1,005	1	1,004	24,045	5
6						6
7		174	1,896	(1,722)	89,186	7
8		1,456	1,391	65	147,847	8
9		455	679	(224)	59,454	9
10		4	1	3	213	10
11		111	31	80	2,957	11
12		38		38	1,528	12
13					11	13
14		16		16	243	14
15		104		104	3,983	15
16						16
17					13	17
18						18
19		22		22	1,190	19
20		17	8	9	730	20
21		362	16	346	14,923	21
22		1		1	24	22
23		14		14	444	23
24		13		13	570	24
25		10		10	10	25
26		29	7	22	1,839	26
27		7		7	7	27
28					4	28
29		(2,401)		(2,401)		29
30		2,597	4,030	(1,433)	361,937	30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38		-0-			-0-	38
39					2,416	39
40		2,597	4,030	(1,433)	370,353	40
41	*					41
42		623		623	1,615	42
43		3,220	4,030	(810)	371,968	43

332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 38 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g) data applicable to property, used but not owned, when the rent therefor is not included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	107,591	112,765	00.78	3,419	3,494	00.15	
2	(4) Other, right-of-way expenditures	1,586	1,633	00.78				2
3	(5) Tunnels and subways	5,339	5,567	00.89				3
4	(6) Bridges, trestles, and culverts	87,132	92,389	01.17	3,374	3,455	02.18	4
5	(7) Elevated structures							5
6	(8) Ties	276,812	332,445	02.44				6
7	(9) Rail and other track material	518,234	463,933	02.55				7
8	(11) Ballast	86,711	114,528	01.29				8
9	(13) Fences, snow sheds, and signs	1,333	1,540	02.00	33	34		9
10	(16) Station and office buildings	74,956	86,143	01.86	797	804	02.01	10
11	(17) Roadway buildings	15,263	16,111	03.84	11	11		11
12	(18) Water stations	115	120	03.45	4	4		12
13	(19) Fuel stations	3,140	3,189	02.74	16	16		13
14	(20) Shops and enginehouses	26,050	27,195	02.64	15	16		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	35	159	03.13				16
17	(24) Coal and ore wharves							17
18	(25) TOFC/COFC terminals	8,023	8,775	02.58				18
19	(26) Communication systems	14,327	15,904	03.60	125	127		19
20	(27) Signals and interlockers	61,289	64,553	02.44	439	446	02.05	20
21	(29) Power plants	215	243	05.19	2	2		21
22	(31) Power-transmission systems	1,697	1,775	02.51	47	47	04.26	22
23	(35) Miscellaneous structures	806	474	03.50	10	10		23
24	(37) Roadway machines	46,209	52,165	05.00				24
25	(39) Public improvements—Construction	7,895	10,732	01.16	630	634	00.32	25
26	(44) Shop machinery	19,058	21,016	03.17				26
27	(45) Power-plant machinery	1,017	1,056	03.52	4	5		27
28	All other road accounts	14,148	683	01.17	489	268	00.82	28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	1,378,981	1,435,093	02.43	9,415	9,373	01.12	30
	EQUIPMENT							
31	(52) Locomotives	368,319	381,402	04.13				31
32	(53) Freight-train cars	944,011	922,798	03.07				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment	60,546	58,471	07.73				34
35	(56) Floating equipment							35
36	(57) Work equipment	35,510	35,811	04.50				36
37	(58) Miscellaneous equipment	28,659	29,691	10.49				37
38	TOTAL EQUIPMENT	1,437,045	1,428,173	03.73				38
39	GRAND TOTAL	2,816,026	2,863,266		9,415	9,373		39

335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals—Credit—Equipment" accounts and "Other Rents—Credit—Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts (See Schedule 342 for the accumulated depreciation relating to road and equipment owned but not used by respondent).

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 38.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	34,302	847		61	15	35,073	1
2		(4) Other, right-of-way expenditures	512	12				524	2
3		(5) Tunnels and subways	1,804	48				1,852	3
4		(6) Bridges, trestles, and culverts	16,591	1,034		159		17,466	4
5		(7) Elevated structures							5
6		(8) Ties	79,480	8,111		7,768	2,588	77,235	6
7		(9) Rail and other track material	107,208	11,824		12,072	3,303	103,657	7
8		(11) Ballast	22,638	1,473	366	2,119		22,358	8
9		(13) Fences, snow sheds, and signs	691	28		1		718	9
10		(16) Station and office buildings	17,576	4,558		45		22,089	10
11		(17) Roadway buildings	3,279	589		1		3,867	11
12		(18) Water stations	97	4				101	12
13		(19) Fuel stations	719	87	1			807	13
14		(20) Shops and enginehouses	4,990	694		89		5,595	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	31	1				32	16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals	1,193	212				1,405	18
19		(26) Communication systems	3,061	523	1	28		3,557	19
20		(27) Signals and interlockers	13,839	1,499		142		15,196	20
21		(29) Power plants	153	11				164	21
22		(31) Power-transmission systems	555	43				598	22
23		(35) Miscellaneous structures	217	27		1		243	23
24		(37) Roadway machines	10,357	2,345	35	410		12,327	24
25		(39) Public improvements—Construction	2,332	106		51		2,387	25
26		(44) Shop machinery*	3,719	613		35		4,297	26
27		(45) Power-plant machinery*	237	36				273	27
28		All other road accounts	2,843	124		(1)		2,968	28
29		Amortization (Adjustments)	8,564	(406)				8,158	29
30		TOTAL ROAD	336,988	34,443	403	22,981	5,906	342,947	30
EQUIPMENT									
31		(52) Locomotives	170,044	15,480		540	603	184,381	31
32		(53) Freight-train cars	283,285	28,635	43	10,781	1,569	299,613	32
33		(54) Passenger-train cars	966					966	33
34		(55) Highway revenue equipment	22,250	4,603		1,468		25,385	34
35		(56) Floating equipment							35
36		(57) Work equipment	22,792	1,605	45	292		24,150	36
37		(58) Miscellaneous equipment	11,769	3,059		1,088		13,740	37
38		Amortization Adjustments	31,521	(2,609)				28,912	38
39		TOTAL EQUIPMENT	542,627	50,773	88	14,169	2,172	577,147	39
40		GRAND TOTAL	879,615	85,216	491	37,150	8,078	920,094	40

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

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	188	5				193	1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts	2,202	66				2,268	4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs	26					26	9
10		(16) Station and office buildings	597	17				614	10
11		(17) Roadway buildings	4					4	11
12		(18) Water stations	3					3	12
13		(19) Fuel stations	8					8	13
14		(20) Shops and enginehouses	14					14	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems	108	1				109	19
20		(27) Signals and interlockers	271	10				281	20
21		(29) Power plants							21
22		(31) Power-transmission systems	27	1				28	22
23		(35) Miscellaneous structures	9					9	23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction	48	2				50	25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*	1					1	27
28		All other road accounts	89	3				92	28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	3,595	105				3,700	30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL	3,595	105				3,700	40

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

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

(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any charges in rates were effective during the year, give full particulars in a footnote.

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

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

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading	16,280	16,618	% 00.78	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways	3	3	----	3
4	(6) Bridges, trestles, and culverts	23,037	24,208	01.14	4
5	(7) Elevated structures				5
6	(8) Ties	90,903	89,186	03.23	6
7	(9) Rail and other track material	147,782	147,847	02.59	7
8	(11) Ballast	59,678	59,454	01.50	8
9	(13) Fences, snow sheds, and signs	209	213	01.88	9
10	(16) Station and office buildings	2,876	2,920	01.82	10
11	(17) Roadway buildings	1,490	1,526	03.80	11
12	(18) Water stations	11	10	--	12
13	(19) Fuel stations	227	232	02.35	13
14	(20) Shops and enginehouses	3,878	3,979	02.64	14
15	(22) Storage warehouses				15
16	(23) Wharves and docks	13	13	--	16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals	1,169	1,186	02.58	18
19	(26) Communication systems	698	704	03.55	19
20	(27) Signals and interlockers	14,386	14,865	02.41	20
21	(29) Power plants	24	23	05.19	21
22	(31) Power-transmission systems	430	439	02.51	22
23	(35) Miscellaneous structures	557	570	03.51	23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction	1,816	1,841	01.14	25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*	5	5	--	27
28	All other road accounts	2,039	517	01.17	28
29	Amortization (Adjustments)				29
30	TOTAL ROAD	367,516	366,359	02.38	30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	Amortization Adjustments				38
39	TOTAL EQUIPMENT				39
40	GRAND TOTAL	367,516	366,359		40

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

342. ACCUMULATED DEPRECIATION—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation—Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 38, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No.
				Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	5,208	126			2	5,332	1
2		(4) Other, right-of-way expenditures	51	2				53	2
3		(5) Tunnels and subways	1					1	3
4		(6) Bridges, trestles, and culverts	6,465	275		4		6,736	4
5		(7) Elevated structures							5
6		(8) Ties	29,400	2,880		1,893	291	30,096	6
7		(9) Rail and other track material	38,683	3,831	38	1,369		41,183	7
8		(11) Ballast	7,377	889	278	624		7,920	8
9		(13) Fences, snow sheds, and signs	86	4				90	9
10		(16) Station and office buildings	440	53		31		462	10
11		(17) Roadway buildings	226	58				284	11
12		(18) Water stations	8					8	12
13		(19) Fuel stations	87	7				94	13
14		(20) Shops and enginehouses	942	103				1,045	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	13					13	16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals	297	30				327	18
19		(26) Communication systems	87	25		8		104	19
20		(27) Signals and interlockers	6,096	358		10		6,444	20
21		(29) Power plants	6	1				7	21
22		(31) Power-transmission systems	277	9				286	22
23		(35) Miscellaneous structures	337	20				357	23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction	552	21		7		566	25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts	279	19				298	28
29		TOTAL ROAD	96,918	8,711	316	3,946	293	101,706	29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		TOTAL EQUIPMENT							37
38		GRAND TOTAL	96,918	8,711	316	3,946	293	101,706	38

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

NOTES AND REMARKS FOR SCHEDULE 342

SCHEDULE 335

1. Lines 31 and 32, Column (f) - Adjustment to depreciation in accordance with ICC Circular 195 - Stored Equipment.
2. Line 38, Column (c) - Amortization of Excess Reserves as prescribed by ICC.
3. Lines 31 and 38, Column (b) - Adjusted to reflect Locomotive Excess Reserve Amounts not being Amortized, reserve amount reflected on line 31 in lieu of line 38.

350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute the depreciation for the month of December and on lines 29 and 37 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

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

5. If total road leased to others is less than 5% of total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks		--- None ---		16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	TOTAL EQUIPMENT				37
38	GRAND TOTAL				38

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS
(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

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

3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

4. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 38, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks		--- None ---					16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		TOTAL EQUIPMENT							37
38		GRAND TOTAL							38

RC-126100

SOUTHERN RAILWAY

1984

2 OF 3

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

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company in column (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service.

5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 33, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Schedule (B), regardless of where the reserves hereof are recorded.						
Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	R	Southern Railway Company	4,088	3,397,635	1,022,719	1
2						2
3	L	Transylvania Railroad Company	21	329		3
4	L	The A&CAL Railway Company	255	23,362		4
5	L	Elberton Southern Railway Company	50	471		5
6	L	The Georgia Midland Railway Company	78	1,637	303	6
7	L	Memphis & Charleston Railway Company		1,106	334	7
8	L	Mobile & Birmingham Railroad Company	147	3,918	1,414	8
9	L	The North Carolina Midland Railroad	54	1,720	221	9
10	L	Southern Railway - Carolina Div.	570	16,761		10
11	L	Virginia & Southwestern Railway	100	6,512		11
12	L	North Carolina Railroad	219	5,224	1,417	12
13	O	Baltimore & Ohio Railroad		4		13
14	O	Central Transfer & Storage		12		14
15	O	Columbus & Greenville Railroad Co.	12	70	4	15
16	O	Athens Belt Line		8		16
17	O	Richmond Fredericksburg & Potomac		31	2	17
18	O	Georgia RR & Banking Co.		295	5	18
19		Total	5,594	3,459,095	1,026,419	19
20		Less Lines Leased To/Or Operated By				20
21		Others				21
22	R	Carolina & Northwestern Railway	10	456		22
23	R	The CNO&TP Railway Company		8		23
24	R	Norfolk & Western Railway Company		36		24
25	R	Sloss-Sheffield Steel & Iron Company		9		25
26	R	Ware Shoals Railroad Company	5	101		26
27	R	Chesapeake & Ohio Railroad	9	551		27
28	R	St. Louis-San Francisco Railroad		17		28
29	R	Augusta & Summerville Railroad		17		29
30	R	Louisville & Nashville Railroad		5		30
31		TOTAL	5,570	3,457,895	1,026,419	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 43 herein, should correspond with the amounts for each class of company and properties shown in schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	19,095	2,791		269	1
2		(3) Grading	128,225	15,502		19	2
3		(4) Other, right-of-way expenditures	1,951	6			3
4		(5) Tunnels and subways	5,571	16			4
5		(6) Bridges, trestles, and culverts	116,125	10,170		38	5
6		(7) Elevated structures					6
7		(8) Ties	421,569	3,037		13	7
8		(9) Rail and other track material	611,479	15,274		57	8
9		(11) Ballast	173,930	3,490		11	9
10		(13) Fences, snow sheds, and signs	3,229	135			10
11		(16) Station and office buildings	99,349	1,768			11
12		(17) Roadway buildings	17,889	163		1	12
13		(18) Water stations	142	19			13
14		(19) Fuel stations	3,424	86			14
15		(20) Shops and enginehouses	31,314	433			15
16		(22) Storage warehouses	160				16
17		(23) Wharves and docks	145	19			17
18		(24) Coal and ore wharves					18
19		(25) TOFC/COFC terminals	9,424				19
20		(26) Communication systems	18,720	789			20
21		(27) Signals and interlockers	70,418	3,306		1	21
22		(29) Power plants	244	14			22
23		(31) Power-transmission systems	2,218	171			23
24		(35) Miscellaneous structures	1,045	62			24
25		(37) Roadway machines	51,419	1			25
26		(39) Public improvements—Construction	12,573	1,701		2	26
27		(44) Shop machinery	20,093				27
28		(45) Power-plant machinery	1,048	5			28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain) <u>Acct. 1 & 77</u>		2,286		6	30
31		Total expenditures for road	1,820,799	61,114		417	31
32		(52) Locomotives	380,447				32
33		(53) Freight-train cars	935,239				33
34		(54) Passenger-train cars	966				34
35		(55) Highway revenue equipment	60,972				35
36		(56) Floating equipment					36
37		(57) Work equipment	36,505				37
38		(58) Miscellaneous equipment	29,645				38
39		Total expenditures for equipment	1,443,774				39
40		(76) Interest during construction	16,348	3,355		3	40
41		(80) Other elements of investment		(3,592)			41
42		(90) Construction work in progress	115,514	33			42
43		GRAND TOTAL	3,396,435	61,040		420	43

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138, column (f)	=	Line 31, column (b)
Lines 118 thru 123, and 130 thru 135, column (f)	=	Line 31, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))		Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))		Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Road Initials:

SOU

Year 19 84

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	9,979	41	534	511	11,635		11,065	1
2		Bridge and Building	2,101	2	28	464	2,595		2,595	2
3		Signal	2,693	6	1,418		4,117		4,117	3
4		Communication	1,608		2		1,610		1,610	4
5		Other	3,792	206	1,218	235	5,451		5,451	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	2,983	1,991	3,089	(406)	7,657		7,657	6
7		Roadway - Switching	640	406	720	(67)	1,699		1,699	7
8		Tunnels and Subways - Running	9	1	3	5	18		18	8
9		Tunnels and Subways - Switching								9
10		Bridges and Culverts - Running	4,694	927	1,930	218	7,769		7,769	10
11		Bridges and Culverts - Switching	1,066	214	399	50	1,729		1,729	11
12		Ties - Running	893	3,114	32	170	4,209		4,209	12
13		Ties - Switching	324	690	(6)	3	1,011		1,011	13
14		Rail and other track material - Running	10,600	1,925	3,945	(496)	15,974		15,974	14
15		Rail and other track material - Switching	2,255	404	322	(171)	2,810		2,810	15
16		Ballast - Running	87	747	190	18	1,042		1,042	16
17		Ballast - Switching	42	155	47	8	252		252	17
18		Road Property Damaged - Running	757	675	95	1	1,528		1,528	18
19		Road Property Damaged - Switching								19
20		Road Property Damaged - Other		2	162		164		164	20
21		Signals and Interlockers - Running	3,246	1,793	(196)	309	5,152		5,152	21
22		Signals and Interlockers - Switching	737	396	(44)	70	1,159		1,159	22
23		Communications Systems	373	(545)	3,887	134	3,849		3,849	23
24		Power Systems		14			14		14	24
25		Highway Grade Crossings - Running	195	438	(1)		632		632	25
26		Highway Grade Crossings - Switching	44	100			144		144	26
27		Station and Office Buildings	362	728	2,243	5	3,338		3,338	27
28		Shop Buildings - Locomotives	242	914	144	26	1,326		1,326	28
29		Shop Buildings - Freight Cars	631	272	281	45	1,229	N/A	1,229	29
30		Shop Buildings - Other Equipment	106	222	783	(2)	1,109		1,109	30

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

42

Road Initials: S0U

Year 19_84

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities		7			7		7	101
102		Miscellaneous Buildings and Structures	308	397	1,942	32	2,679		2,679	102
103		Coal Terminals	7	8	25		40	N/A	40	103
104		Ore Terminals						N/A		104
105		Other Marine Terminals		1			1	N/A	1	105
106		TOFC/COFC - Terminals	29	131	1		161	N/A	161	106
107		Motor Vehicle Loading and Distribution Facilities						N/A		107
108		Facilities for Other Specialized Service Operations	102	62	37		201	N/A	201	108
109		Roadway Machines	161	1,748	1,049	442	3,400		3,400	109
110		Small Tools and Supplies	(80)	2,631	8	(10)	2,549		2,549	110
111		Snow Removal	251	3	14		268		268	111
112		Fringe Benefits - Running	N/A	N/A	N/A	7,100	7,100		7,100	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	1,531	1,531		1,531	113
114		Fringe Benefits - Other	N/A	N/A	N/A	5,947	5,947		5,947	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	1,322	1,322		1,322	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	445	445		445	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	1,214	1,214		1,214	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	3,029	N/A	3,029		3,029	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A		N/A				119
120	*	Lease Rentals - Debit - Other	N/A	N/A	3,834	N/A	3,834		3,834	120
121	*	Lease Rentals - [Credit] - Running	N/A	N/A	(5)	N/A	(5)	()	(9)	121
122	*	Lease Rentals - [Credit] - Switching	N/A	N/A	()	N/A	()	()	()	122
123	*	Lease Rentals - [Credit] - Other	N/A	N/A	(1)	N/A	(1)	()	(1)	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	314	N/A	314		314	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	109	N/A	109		109	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	592	N/A	592		592	126
127		Joint Facility Rent - [Credit] - Running	N/A	N/A	(668)	N/A	(668)	()	(668)	127
128		Joint Facility Rent - [Credit] - Switching	N/A	N/A	(494)	N/A	(494)	()	(494)	128
129		Joint Facility Rent - [Credit] - Other	N/A	N/A	(60)	N/A	(60)	()	(60)	129
130	*	Other Rents - Debit - Running	N/A	N/A	1	N/A	1		1	130
131	*	Other Rents - Debit - Switching	N/A	N/A		N/A				131
132	*	Other Rents - Debit - Other	N/A	N/A	3,610	N/A	3,610		3,610	132
133	*	Other Rents - [Credit] - Running	N/A	N/A	()	N/A	()	()	()	133

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

Road Initials: S0U

Year 19 84

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
134	*	Other Rents - [Credit] - Switching	N/A	N/A	()	N/A	()	()	()	134
135	*	Other Rents - [Credit] - Other	N/A	N/A	()	N/A	()	()	()	135
136	*	Depreciation - Running	N/A	N/A	N/A	26,684	26,684		26,684	136
137	*	Depreciation - Switching	N/A	N/A	N/A	3,103	3,103		3,103	137
138	*	Depreciation - Other	N/A	N/A	N/A	10,039	10,039		10,039	138
139		Joint Facility - Debit - Running	N/A	N/A	489	N/A	489		489	139
140		Joint Facility - Debit - Switching	N/A	N/A	53	N/A	53		53	140
141		Joint Facility - Debit - Other	N/A	N/A	101	N/A	101		101	141
142		Joint Facility - [Credit] - Running	N/A	N/A	(527)	N/A	(527)	()	(527)	142
143		Joint Facility - [Credit] - Switching	N/A	N/A	(26)	N/A	(26)	()	(26)	143
144		Joint Facility - [Credit] - Other	N/A	N/A	(343)	N/A	(343)	()	(343)	144
145		Dismantling Retired Road Property - Running	73				73		73	145
146		Dismantling Retired Road Property - Switching	16		(2)		14		14	146
147		Dismantling Retired Road Property - Other								147
148		Other - Running	1,699	1,732	213	15	3,659		3,659	148
149		Other - Switching	739				739		739	149
150		Other - Other	67	10	(15)	80	142		142	150
151		TOTAL WAY AND STRUCTURES	53,831	22,568	34,505	59,074	169,978		169,978	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	1,970	89	8	40	2,107		2,107	201
202	*	Repair and Maintenance	15,114	18,688	5,789	53	39,644		39,644	202
203	*	Machinery Repair	602	437	20		1,059		1,059	203
204		Equipment Damaged	1,130	54			1,184		1,184	204
205		Fringe Benefits	N/A	N/A	N/A	5,538	5,538		5,538	205
206		Other Casualties and Insurance	N/A	N/A	N/A	1,538	1,538		1,538	206
207	*	Lease Rentals - Debit	N/A	N/A	122	N/A	122		122	207
208	*	Lease Rentals - [Credit]	N/A	N/A	(12,030)	N/A	(12,030)	()	(12,030)	208
209		Joint Facility Rent - Debit	N/A	N/A	1,269	N/A	1,269		1,269	209
210		Joint Facility Rent - [Credit]	N/A	N/A	(759)	N/A	(759)	()	(759)	210
211	*	Other Rents - Debit	N/A	N/A	11,320	N/A	11,320		11,320	211
212	*	Other Rents - [Credit]	N/A	N/A	(DR 1,987)	N/A	(DR 1,987)		(DR 1,987)	212
213	*	Depreciation	N/A	N/A	N/A	14,930	14,930		14,930	213
214		Joint Facility - Debit	N/A	N/A	356	N/A	356		356	214
215		Joint Facility - [Credit]	N/A	N/A	(256)	N/A	(256)	()	(256)	215
216	*	Repairs Billed to Others - [Credit]	N/A	N/A	(72)	N/A	(72)	()	(72)	216

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Freight Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - Continued								217
218		Dismantling Retired Property								218
219		Other	1,588	1,702	131		3,421		3,421	219
220		TOTAL LOCOMOTIVES	20,404	20,970	7,885	22,099	71,358		71,358	220
221		FREIGHT CARS	6,244	188	16	62	6,510		6,510	221
222	*	Administration						N/A		222
223	*	Repair and Maintenance	30,789	22,087	1,256	547	68,679	N/A	68,679	223
224	*	Machinery Repair	1,129	61	30		1,220	N/A	1,220	224
225		Equipment Damaged	98	253	(24)		327	N/A	327	225
226		Fringe Benefits	N/A	N/A	N/A	11,196	11,196	N/A	11,196	226
227		Other Casualties and Insurance	N/A	N/A	N/A	2,560	2,560	N/A	2,560	227
228	*	Lease Rentals - Debit	N/A	N/A	3,996	N/A	3,996	N/A	3,996	228
229	*	Lease Rentals - (Credit)	N/A	N/A	(299)	N/A	(299)	N/A	(299)	229
230		Joint Facility Rent - Debit	N/A	N/A	2	N/A	2	N/A	2	230
231		Joint Facility Rent - (Credit)	N/A	N/A	(2)	N/A	(2)	N/A	(2)	231
232	*	Other Rents - Debit	N/A	N/A	147,238	N/A	147,238	N/A	147,238	232
233	*	Other Rents - (Credit)	N/A	N/A	(100,916)	N/A	(100,916)	N/A	(100,916)	233
234	*	Depreciation	N/A	N/A	N/A	25,888	25,888	N/A	25,888	234
235		Joint Facility - Debit	N/A	N/A	48	N/A	48	N/A	48	235
236		Joint Facility - (Credit)	N/A	N/A	(18)	N/A	(18)	N/A	(18)	236
237	*	Repairs Billed to Others - (Credit)	N/A	N/A	(18,837)	N/A	(18,837)	N/A	(18,837)	237
238		Dismantling Retired Property	13				13	N/A	13	238
239		Other	968	1,321	235	(4)	2,520	N/A	2,520	239
240		TOTAL FREIGHT CARS	39,241	23,910	46,725	40,249	150,125	N/A	150,125	240
301		OTHER EQUIPMENT								301
302		Administration	43	11	1	5			60	302
303	*	Repair and Maintenance	13	19	3,617	(24)	3,625	N/A	3,625	303
304	*	Trucks, Trailers, and Containers - Revenue Service		(5)	(3)		(8)	N/A	(8)	304
305	*	Floating Equipment - Revenue Service	2	27			29		29	305
306	*	Passenger and Other Revenue Equipment			3,441		3,441		3,441	306
307	*	Computers and Data Processing Systems		48	66		114		114	307
308	*	Machinery	554	2,549	3,543	(17)	6,629		6,629	308
309		Work and Other Non-Revenue Equipment		3			3		3	309
310		Equipment Damaged	N/A	N/A	N/A	171	171		171	310
311		Fringe Benefits	N/A	N/A	N/A	218	218		218	311
312	*	Other Casualties and Insurance	N/A	N/A	670	N/A	670		670	312
313	*	Lease Rentals - Debit	N/A	N/A	()	N/A	()	()	()	313
314	*	Lease Rentals - (Credit)	N/A	N/A	()	N/A	()	()	()	314

Road Initials: SOU

Year 19 84

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT - Continued								
313		Joint Facility Rent - Debit	N/A	N/A		N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A	(11)	N/A	(11)	()	(11)	314
315	*	Other Rents - Debit	N/A	N/A	13,250	N/A	13,250		13,250	315
316	*	Other Rents - [Credit]	N/A	N/A	(15,486)	N/A	(15,486)	()	(15,486)	316
317	*	Depreciation	N/A	N/A	N/A	12,159	12,159		12,159	317
318		Joint Facility - Debit	N/A	N/A	68	N/A	68		68	318
319		Joint Facility - [Credit]	N/A	N/A	(2,314)	N/A	(2,314)	()	(2,314)	319
320	*	Repairs Billed to Other - [Credit]	N/A	N/A	(3,374)	N/A	(3,374)	()	(3,374)	320
321		Dismantling Retired Property								321
322		Other			53	(18)	35		35	322
323		TOTAL OTHER EQUIPMENT	612	2,652	3,521	12,494	19,279		19,279	323
324		TOTAL EQUIPMENT	60,257	47,532	58,131	74,842	240,762		240,762	324
		TRANSPORTATION:								
		TRAIN OPERATIONS								
401		Administration	9,806	359	599	1,550	12,314		12,314	401
402		Engine Crews	18,039	(159)	573	301	18,754		18,754	402
403		Train Crews	51,759	538	890	542	53,729		53,729	403
404		Dispatching Trains	4,272	(18)	20	(27)	4,247		4,247	404
405		Operating Signals and Interlockers	3,218	259	73	245	3,795		3,795	405
406		Operating Drawbridges	240				240		240	406
407		Highway Crossing Protection	2		17	(1)	18		18	407
408		Train Inspection and Lubrication	8,870	2,986	154	(56)	11,954		11,954	408
409		Locomotive Fuel		84,477			84,477		84,477	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	592	129	190	310	1,221		1,221	411
412		Freight Lost or Damaged - Solely Related		N/A	N/A	(1,155)	(1,155)		(1,155)	412
413		Clearing Wrecks	165	52	632		849		849	413
414		Fringe Benefits	N/A	N/A	N/A	35,156	35,156		35,156	414
415		Other Casualties and Insurance	N/A	N/A	N/A	12,636	12,636		12,636	415
416		Joint Facility - Debit	N/A	N/A	213	N/A	213		213	416
417		Joint Facility - [Credit]	N/A	N/A	(206)	N/A	(206)	()	(206)	417
418		Other	(1)	34	58	64	155		155	418
419		TOTAL TRAIN OPERATIONS	96,962	88,657	3,213	49,565	238,397		238,397	419
		YARD OPERATIONS								
420		Administration	231	(19)	42	(73)	181		181	420
421		Switch Crews	54,750	(396)	86		54,440		54,440	421

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		YARD OPERATIONS - Continued								
422		Controlling Operations	58	9	80	(158)	(11)		(11)	422
423		Yard and Terminal Clerical	16,472	1,403	3,341	(28)	21,188		21,188	423
424		Operating Switches, Signals, Retarders and Humps	264	21			285		285	424
425		Locomotive Fuel		10,296			10,296		10,296	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	1,334	8	16	6	1,364		1,364	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	(58)	(58)		(58)	428
429		Clearing Wrecks	55				55		55	429
430		Fringe Benefits	N/A	N/A	N/A	24,761	24,761		24,761	430
431		Other Casualties and Insurance	N/A	N/A	N/A	3,394	3,394		3,394	431
432		Joint Facility - Debit	N/A	N/A	4,614	N/A	4,614		4,614	432
433		Joint Facility - [Credit]	N/A	N/A	(499)	N/A	(499)	()	(499)	433
434		Other		1	230		231		231	434
435		TOTAL YARD OPERATIONS	73,164	11,323	7,910	27,844	120,241		120,241	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	186			N/A	186		186	501
502		Adjusting and Transferring Loads	100	22	509	N/A	631	N/A	631	502
503		Car Loading Devices and Grain Doors				N/A		N/A		503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	2,645	2,645		2,645	504
505		Fringe Benefits	N/A	N/A	N/A	77	77		77	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	286	22	509	2,722	3,539		3,539	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	2,394	89	45	112	2,640	N/A	2,640	507
508	*	Pickup and Delivery and Marine Line Haul			1,042		1,042	N/A	1,042	508
509	*	Loading and Unloading and Local Marine	14	447	(1,896)	180	(1,255)	N/A	(1,255)	509
510	*	Protective Services			138		138	N/A	138	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	(58)	(58)	N/A	(58)	511
512	*	Fringe Benefits	N/A	N/A	N/A	315	315	N/A	315	512
513	*	Casualties and Insurance	N/A	N/A	N/A	794	794	N/A	794	513
514	*	Joint Facility - Debit	N/A	N/A	(12)	N/A	(12)	N/A	(12)	514
515	*	Joint Facility - [Credit]	N/A	N/A	(3)	N/A	(3)	N/A	(3)	515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	2,408	536	(686)	1,343	3,601	N/A	3,601	517

410. RAILWAY OPERATING EXPENSES - Concluded										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	2,438	136	2,004	2,534	7,112		7,112	518
519		Employees Performing Clerical and Accounting Functions	18,529	493	1,359	(14)	20,367		20,367	519
520		Communication Systems Operation	143	(42)	1,858	(30)	1,929		1,929	520
521		Loss and Damage Claims Processing			8		8		8	521
522		Fringe Benefits	N/A	N/A	N/A	8,837	8,837		8,837	522
523		Casualties and Insurance	N/A	N/A	N/A	1,227	1,227		1,227	523
524		Joint Facility - Debit	N/A	N/A	349	N/A	349		349	524
525		Joint Facility - [Credit]	N/A	N/A	()	N/A	()	()	()	525
526		Other	338	19	676	(1)	1,032		1,032	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	21,448	606	6,254	12,553	40,861		40,861	527
528		TOTAL TRANSPORTATION	194,268	101,144	17,200	94,027	406,639		406,639	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - General Administration	1,127	429	145	2,689	4,390		4,390	601
602		Accounting, Auditing and Finance	14,431	212	1,405	436	16,484		16,484	602
603		Management Services and Data Processing	6,172	569	869	138	7,748		7,748	603
604		Marketing	5,449	65	1,058	510	7,082		7,082	604
605		Sales	6,862	30	417	880	8,189		8,189	605
606		Industrial Development	192	3	316	63	574	N/A	574	606
607		Personnel and Labor Relations	5,070	76	689	1,542	7,385		7,385	607
608		Legal and Secretarial	3,597	75	6,510	1,581	11,763		11,763	608
609		Public Relations and Advertising	557	150	828	1,442	2,977		2,977	609
610		Research and Development	1,300	3	13	3	1,319		1,319	610
611		Fringe Benefits	N/A	N/A	N/A	16,302	16,302		16,302	611
612		Casualties and Insurance	N/A	N/A	N/A	985	985		985	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	1,441	1,441		1,441	613
614		Property Taxes	N/A	N/A	N/A	14,250	14,250		14,250	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	14,370	14,370		14,370	615
616		Joint Facility - Debit	N/A	N/A	4,289	N/A	4,289		4,289	616
617		Joint Facility - [Credit]	N/A	N/A	(25)	N/A	(25)	()	(25)	617
618		Other	11,436	1,059	1,534	2,087	16,116		16,116	618
619		TOTAL GENERAL AND ADMINISTRATIVE	56,201	2,671	18,048	58,719	135,639		135,639	619
620	*	TOTAL CARRIER OPERATING EXPENSES	364,557	173,915	127,884	286,662	953,018		953,018	620

412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 31, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 31 should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135.
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 350 of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 31 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 30 all other lease rentals not apportioned to any category listed on lines 1-30.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	519		1
2		3	Grading	973	2,641	(5)	2
3		4	Other right-of-way expenditures	14	1		3
4		5	Tunnels and subways	47	3	(1)	4
5		6	Bridges, trestles and culverts	1,312	1,733	(63)	5
6		7	Elevated structures				6
7		8	Ties	10,991	518		7
8		9	Rail and other track material	15,655	2,603		8
9		11	Ballast	2,362	594		9
10		13	Fences, snowsheds and signs	31	23	(1)	10
11		16	Station and office buildings	1,770	300	(38)	11
12		17	Roadway buildings	622	28	(25)	12
13		18	Water stations	4	3		13
14		19	Fuel stations	89	15	(5)	14
15		20	Shops and enginehouses	767	74	(30)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	1	3		17
18		24	Coal and ore wharves				18
19		25	TOFC/COFC terminals	231		(11)	19
20		26	Communications systems	524	134	(25)	20
21		27	Signals and interlockers	1,790	561	(77)	21
22		29	Power plants	11	2	(1)	22
23		31	Power transmission systems	50	29	(3)	23
24		35	Miscellaneous structures	41	11	(6)	24
25		37	Roadway machines	2,245		(100)	25
26		39	Public improvements: construction	126	289	(3)	26
27		45	Power plant machines	34	1	(2)	27
28		76	Interest during construction		N/A		28
29		80	Other elements of investment		N/A		29
30		—	Other lease/rentals	136	389	(10)	30
31	*	—	TOTAL	39,826	10,474	(406)	31

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	2,438	136	2,004	2,534	7,112		7,112	518
519		Employees Performing Clerical and Accounting Functions	18,529	493	1,359	(14)	20,367		20,367	519
520		Communication Systems Operation	143	(42)	1,858	(30)	1,929		1,929	520
521		Loss and Damage Claims Processing			8		8		8	521
522		Fringe Benefits	N/A	N/A	N/A	8,837	8,837		8,837	522
523		Casualties and Insurance	N/A	N/A	N/A	1,227	1,227		1,227	523
524		Joint Facility - Debit	N/A	N/A	349	N/A	349		349	524
525		Joint Facility - (Credit)	N/A	N/A	()	N/A	()	()	()	525
526		Other	338	19	676	(1)	1,032		1,032	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	21,448	606	6,254	12,553	40,861		40,861	527
528		TOTAL TRANSPORTATION	194,268	101,144	17,200	94,027	406,639		406,639	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - General Administration	1,127	429	145	2,689	4,390		4,390	601
602		Accounting, Auditing and Finance	14,431	212	1,405	436	16,484		16,484	602
603		Management Services and Data Processing	6,172	569	869	138	7,748		7,748	603
604		Marketing	5,449	65	1,058	510	7,082		7,082	604
605		Sales	6,862	30	417	880	8,189		8,189	605
606		Industrial Development	192	3	316	63	574	N/A	574	606
607		Personnel and Labor Relations	5,078	76	639	1,542	7,385		7,385	607
608		Legal and Secretarial	3,597	75	6,510	1,581	11,763		11,763	608
609		Public Relations and Advertising	557	150	828	1,442	2,977		2,977	609
610		Research and Development	1,300	3	13	3	1,319		1,319	610
611		Fringe Benefits	N/A	N/A	N/A	15,302	16,302		16,302	611
612		Casualties and Insurance	N/A	N/A	N/A	985	985		985	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	1,441	1,441		1,441	613
614		Property Taxes	N/A	N/A	N/A	14,250	14,250		14,250	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	14,370	14,370		14,370	615
616		Joint Facility - Debit	N/A	N/A	4,289	N/A	4,289		4,289	616
617		Joint Facility - (Credit)	N/A	N/A	(25)	N/A	(25)	()	(25)	617
618		Other	11,436	1,059	1,534	2,087	16,116		16,116	618
619		TOTAL GENERAL AND ADMINISTRATIVE	56,201	2,671	18,048	58,719	135,639		135,639	619
620	*	TOTAL CARRIER OPERATING EXPENSES	364,557	173,915	127,884	286,662	953,018		953,018	620

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in Thousands)

- Report freight expenses only.
- Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
- The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
- Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
- Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		462	534		102	120	1
2		Box-Plain 50 Foot and Longer		5570	13848	1083	3823	12162	2
3		Box-Equipped		6275	14842		5071	13630	3
4		Gondola-Plain		1435	3341	288	2574	3191	4
5		Gondola-Equipped		146	668		433	1445	5
6		Hopper-Covered		3065	9153	8437	3491	9392	6
7		Hopper-Open Top-General Service		4840	15252	20	4995	10536	7
8		Hopper-Open Top-Special Service		997	2940	136	2829	3251	8
9		Refrigerator-Mechanical		268	668	51	408	1204	9
10		Refrigerator-Non-Mechanical					612	843	10
11		Flat TOP/CORC		331	458	9665	537	2148	11
12		Flat Multi-Level		1234	4344	2940	254	895	12
13		Flat-General Service		146	334	537	127	241	13
14		Flat-Other		389	1203	955	586	1987	14
15		Tank-Under 22,000 Gallons				24057			15
16		Tank-22,000 Gallons and Over				6014			16
17		All Other Freight Cars		730	2272	59	433	2167	17
18		Auto Racks			5161			3509	18
19		TOTAL FREIGHT TRAIN CARS		25888	75028	54242	26275	66721	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			15486	6911		6131	21
22		Refrigerated Containers							22
23		Other Containers				108		100	23
24	*	TOTAL TRAILERS AND CONTAINERS			15486	7019		6231	24
25		GRAND TOTAL (LINES 19 AND 24)		25888	90514	61261	26275	72952	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 38, column (c) of Schedule 335.

6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

a. Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.

b. Freight Cars, line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).

(c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.

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

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

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

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

415. SUPPORTING SCHEDULE—EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					
		Diesel Locomotive-Yard	4,250	1,262			1
2		Diesel Locomotive-Road	35,322	13,101	514		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	39,572	14,363	514		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	369	348		(83)	6
7		Box-Plain 50 Foot and Longer	6,679	1,966		(161)	7
8		Box-Equipped	14,152	5,145	439	(378)	8
9		Gondola-Plain	2,422	1,361		(89)	9
10		Gondola-Equipped	389	280		(22)	10
11		Hopper-Covered	11,503	3,001	404	(213)	11
12		Hopper-Open Top-General Service	2,975	4,567		(299)	12
13		Hopper-Open Top-Special Service	4,541	1,926		(121)	13
14		Refrigerator-Mechanical					14
15		Refrigerator-Nonmechanical	1,072	82		(5)	15
16		Flat TOFC/COFC	1,256	255		(4)	16
17		Flat Multi-level	1,574	774		(50)	17
18		Flat-General Service	234	107		(7)	18
19		Flat-Other	937	535		(34)	19
20		All Other Freight Cars	1,067	2,014		(135)	20
21		Cabooses	148	443		(28)	21
22		Auto Racks	524	1,675		(109)	22
23		Miscellaneous Accessories		6			23
24	*	TOTAL FREIGHT TRAIN CARS	49,842	24,485	843	(1,738)	24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	2,510	3,656		(947)	26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	2,510	3,656		(947)	32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	(8)				33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	(8)				35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer and Data Processing Equipment	3,441	3,763			37
38	*	Machinery-Locomotives ¹	1,059	53			38
39	*	Machinery-Freight Cars ²	1,220	560			39
40	*	Machinery-Other Equipment ³	114				40
41	*	Work and Other Non-revenue Equipment	6,629	4,740		76	41
42		TOTAL OTHER EQUIPMENT	12,463	9,116		76	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	104,379	51,620	1,357	(2,609)	43

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

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

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

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			42,834		7,426		1
2		1,399	330,605	7,963	172,332	4,623	2
3							3
4							4
5		1,399	373,439	7,963	179,758	4,623	5
6			8,668		(12,506)		6
7			100,920		32,110		7
8			211,934	8,113	74,786	3,118	8
9			53,333		15,825		9
10			14,015		4,378		10
11			150,732		64,400		11
12			156,467		44,366		12
13			61,293		20,457		13
14			-0-		-0-		14
15		1,615	2,764		902		15
16			10,546		(603)		16
17			25,793		8,387		17
18			5,331		1,548		18
19			20,162		6,438		19
20		2,082	53,320		16,579		20
21			11,050		5,497		21
22			28,163		13,893		22
23			194		38		23
24		3,697	914,685	8,113	296,495	3,118	24
25							25
26			58,471		24,519		26
27							27
28					808		28
29					13		29
30					45		30
31							31
32			58,471		25,385		32
33							33
34							34
35							35
36							36
37		376	33,706		14,799		37
38			1,672		342		38
39			19,344		3,955		39
40							40
41		294	65,502		37,890		41
42		670	120,224		56,986		42
43		5,766	1,466,819	16,076	558,624	7,741	43

*The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

*The depreciation to be reported on lines 38, 39, and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (j), Schedule 335.

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

Line No.	(1) density category (Class)	(2) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(3) Base \$000	(4) Accum. depr. \$000	(5) Depr. rate %	(6) Base \$000	(7) Accum. depr. \$000	(8) Depr. rate %	(9) Base \$000	(10) Annual accrual \$000	(11) Accum. depr. \$000	(12) Category total base	(13) Category accum. depr.	
1	I	3	46,411	17,119	0.78	6,906	2,119	0.78				53,407	19,238	1
2		8	99,281	17,250	3.19	26,193	7,159	3.58				125,474	24,409	2
3		9	194,714	42,732	2.53	62,248	16,974	3.20				256,962	59,706	3
4		11	46,461	6,636	1.29	23,607	1,339	1.50				70,068	7,975	4
5	SUB-TOTAL		386,867	83,737		119,044	27,591					505,911	111,328	5
6	II	3	31,780	3,709	0.78	4,697	1,423	0.78				36,477	5,132	6
7		8	161,987	28,083	2.34	42,736	11,680	3.75				204,723	39,763	7
8		9	130,745	28,699	3.03	41,792	11,399	2.79				172,537	40,098	8
9		11	31,204	4,455	1.29	15,855	900	1.50				47,059	5,355	9
10	SUB-TOTAL		355,716	64,946		105,080	25,402					460,796	90,348	10
11	III	3	3,242	N/A	N/A	428	N/A	N/A		N/A	N/A	3,670	* 3,242	11
12		8	22,905	N/A	N/A	7,522	N/A	N/A		N/A	N/A	30,427	* 30,427	12
13		9	13,338	N/A	N/A	3,804	N/A	N/A		N/A	N/A	17,142	* 6,664	13
14		11	7,003	N/A	N/A	4,820	N/A	N/A		N/A	N/A	11,823	* 11,823	14
15	SUB-TOTAL		46,488	N/A	N/A	16,574	N/A	N/A		N/A	N/A	63,062	52,156	15
16	IV	3	30,415	11,002	0.78	4,496	1,362	0.78				34,911	12,364	16
17		8	48,272	8,997	2.37	12,736	3,735	2.66				61,008	12,732	17
18		9	125,131	27,463	2.34	40,003	10,909	1.68				165,134	38,372	18
19		11	29,860	4,264	1.29	15,172	861	1.50				45,032	5,125	19
20	SUB-TOTAL		233,678	51,726		72,407	16,867					306,085	68,593	20
21	V	3												21
22		8												22
23		9												23
24		11												24
25	SUB-TOTAL													25
26	BASE GRAND TOTAL		1,022,749	N/A	N/A	313,105	N/A	N/A		N/A	N/A	1,335,854	N/A	26
27	ACCUMULATED DEPRECIATION GRAND TOTAL		N/A	—	N/A	N/A	—	N/A	N/A	—	N/A	N/A	322,425	27

(1) Columns (3) + (6) + (9) = Column 12
Columns (4) + (7) + (11) = Column 13

*Recorded Accumulated Depreciation necessary to restate abandonable lines at net liquidation value.

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

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Road Initials: SOU

Year: 84

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

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule *does not* include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 733, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (b), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	2,640								2,640	1
2	*	Pick up and delivery, marine line haul	1,042						N/A		1,042	2
3	*	Loading and unloading and local marine	(993)					(262)	N/A		(1,255)	3
4	*	Protective services, total debit and credits	(58)						138		138	4
5	*	Freight lost or damaged—solely related									(58)	5
6	*	Fringe benefits	315								315	6
7	*	Casualty and insurance	794								794	7
8	*	Joint facility — Debit	(12)								(12)	8
9	*	Joint facility — Credit	(3)								(3)	9
10	*	Other						(262)	138			10
11	*	TOTAL	3,725								3,601	11

456. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes. In this Schedule report only those taxes charged to operating expenses.

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	30,228	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	7,306	2
3		Excess Profits	-	3
4		Total - Income Taxes	7,306	4
5		Railroad Retirement	58,389	5
6		Hospital Insurance	4,490	6
7		Supplemental Annuities	5,051	7
8		Unemployment Insurance	6,613	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	81,849	10
11		Total - Railway Taxes	112,077	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption Other (Specify), including State and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under Other (Specify).

2. Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

3. Indicate in column (c) the net change in Accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.

4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.

5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.

6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b) *	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C. Guideline lives pursuant to Rev. Proc. 62-21	697,366	61,698		759,064	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	7,628	(577)		7,051	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	36,868	(1,713)		35,155	3
4	Amortization of rights of way, Sec. 185 I.R.C.	6,713	476		7,189	4
5	Other (Specify)					5
6	State Income Taxes	38,613	2,669		41,282	6
7	Revenue Adjustment Restatement	10,001	3,622		13,623	7
8	Amort. of O.J.T. Facilities -					8
9	Sec. 188	584	(13)		571	9
10	Contested Property Taxes	(4,584)	(3,153)		(7,737)	10
11	Tax Leases - ACRS Benefits	3,260	3,770		7,030	11
12	Reserves	-	(5,950)		(5,950)	12
13	Miscellaneous - Net	11,187	(4,243)		6,944	13
14						14
15						15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	807,636	56,586		864,222	19

450. ANALYSIS OF TAXES - Continued
(Dollars in Thousands)

*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ 16,285
 If deferral method for investment tax credit was elected:
 (1) Indicate amount of credit utilized as a reduction of tax liability for current year _____ \$ N/A
 (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes _____ \$ N/A
 (3) Balance of current year's credit used to reduce current year's tax accrual _____ \$ N/A
 (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual _____ \$ N/A
 (5) Total decrease in current year's tax accrual resulting from use of investment tax credits _____ \$ N/A
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made _____ \$ None

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR
(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

For Accounts 519, Miscellaneous Income, and 551, Miscellaneous Income Charges, if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in the account and any other items in excess of 10% of net income.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	551-1-11	Interest on possible state property tax			1
2		deficiencies	5,010		2
3					3
4	551-1-11	Interest on possible federal income tax	5,506		4
5		deficiencies			5
6					6
7	551-1-11	Interest on possible state income tax	730		7
8		deficiencies			8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1			\$ Principal		1
2	Terminal RR Assoc.	Terminal Railroad Association			2
3	of St. Louis, Principal:	of St. Louis: Refunding & Improvements			3
4	B&O RR B.N. RR Co.,	Mtge. 4% Bonds dated 7/1/1994			4
5	CRI&P Ry. Conrail	maturing 7/1/2019	7,787	B	5
6	Corp., ICG RR Co.	Refunding & Improvements Mtge.			6
7	SSRR MKT RR Co.	2-7/8% Bonds, dated 10/1/1945			7
8	MP RR Co. N&W RR Co.	maturing 10/1/1985	18,859	C	8
9	SL&SF Ry. Co. St. L.S.W.	Revolving Credit Agreement dated			9
10	Ry. Co. Sou. Ry. Co.	February 13, 1973	-	A	10
11	Guarantors				11
12					12
13					13
14					14
15					15
16					16
17	Atlanta & Char. Airline	Southern Ry. Co., The Atlanta & Char			17
18	Ry. Co.-Principal Sou.	Air Line Ry. Co., GS&F Ry. Co. & Sou			18
19	Ry. Co., Guarantor	Ry.-Caro. Div., 1st&Gen. Mtge. 4-5/8%			19
20		Bonds dated June 1, 1963, due			20
21		June 1, 1988	6,930	D	21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	A-Joint and several guaranty of principal and interest.				1
2	B-Several guaranty of interest and sinking fund payments.				2
3	C-Several guaranty of principal, interest and sinking fund payments,				3
4	also prorate share of any default by other guarantors.				4
5	D-Guaranteed unconditionally as to principal, interest and sinking				5
6	fund installments.				6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

NONE

NOTES AND REMARKS FOR SCHEDULES 210 and 220

510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

Give particulars of the various issues of securities of the respondent and disclose the name and address of the creditor, the character (nature) of the debt, nature of the security, if any, the date of origin, the date of maturity, the total amount of the debt, the rate of interest, the total amount of interest to be paid. Where such indebtedness is widely held, such as bonds and debentures, provide the name of the trustee in place of the creditor.

Accounts to be considered in completing this schedule:

- 765, Funded Debt Unmatured
- 766, Equipment Obligations
- 767, Receivers' and Trustees' Securities
- 768, Debt in Default
- 769, Accounts Payable; affiliated Companies

In column (a) show the symbol and name and account number of each bond or other obligation according to the following designations in the numerical order given, and give a total for each such numerical alphabetical and each numerical group and for each account.

(1) MORTGAGE BONDS

- (a) With fixed interest
- (b) With contingent interest

(2) COLLATERAL TRUST BONDS

- (a) With fixed interest
- (b) With contingent interest

(3) UNSECURED BONDS (Debentures)

- (a) With fixed interest
- (b) With contingent interest

(4) EQUIPMENT OBLIGATIONS

- (a) Equipment securities (Corporation)
- (b) Equipment Securities (Receivers' and Trustees')
- (c) Conditional or deferred payment contracts

(5) MISCELLANEOUS OBLIGATIONS

(6) RECEIVERS' AND TRUSTEES' SECURITIES (Other than equipment obligations)

(7) SHORT-TERM NOTES IN DEFAULT

Indicate in the description or by footnote the property pledge for each issue, stating assets covered by first lien and by junior lien.

If an issue is a serial issue, state amount due annually. If amounts are not due regularly, give full particulars.

If an issue is an income bond, the interest rate shown should be the maximum rate specified by the indenture. State in the description or by footnote the amount of interest that is contingent, the present paid for the current year, and the aggregate percent of contingent interest unpaid at the beginning and end of the year.

If any issue is in default, indicate the date of the first default, payments of interest made during the current year, and total amount of interest in default at beginning and end of the year.

If any issue contains a conversion feature, call feature, or is subject to a sinking fund provision prior to maturity, describe particulars in footnotes.

(8) The major use of this schedule is to determine the cost of capital for road property and equipment for rate making purposes. Complete the following summary to reconcile the categories within Schedule 510.

	Debt		Interest		
	Within one year d	After one year e	Accrued during Year i	Amount capitalized in column (i)	Paid during year j
(9) Directly related to road property Items (1) and (2) above		144,348	10,766		7,247
(10) Directly related to equipment obligations Item (4) above	44,838	300,439	34,765	8,949	39,921
(11) 769 affiliated companies obligations					
(12) Other not related to Item (1), (2) and (4)*					
(13) TOTAL	44,838	444,787	45,531	8,949	47,168

*If certain debts not related to (1), (2) or (4) is directly related to road property or equipment, include it with directly related and not other.

		Date of Obligation	Interest Rate - %	Date of Maturity	Portion Due	
					Within One Year	After One Year
Equipment Obligations - Note 1						
Trusts:						
DETAIL OF	1 of 1970	Jan. 1, 1970	8-1/2	Jan. 1985	\$ 356	\$
	2 of 1970	Mar. 1, 1970	8-1/4	Mar. 1985	183	
LONG-TERM	3 of 1970	June 1, 1970	9	June 1985	220	
	4 of 1970	July 15, 1970	9	July 1985	358	
DEBT	5 of 1970	Sept. 1, 1970	8-3/4	Sept. 1985	546	
	6 of 1970	Sept. 15, 1970	9	Sept. 1985	470	
December 31, 1984	1 of 1971	Jan. 15, 1971	7-1/4	Jan. 1986	337	337
	2 of 1971	Mar. 15, 1971	7-1/4	Mar. 1986	305	305
	3 of 1971	May 1, 1971	7-1/2	May 1986	402	402
SOUTHERN	4 of 1971	July 1, 1971	7-3/4	July 1986	434	434
RAILWAY	5 of 1971	Sept. 1, 1971	7-3/8	Sept. 1986	306	306
COMPANY	1 of 1972	Jan. 15, 1972	7	Jan. 1987	515	1,029
(continued)	2 of 1972	Mar 15, 1972	7-1/8	Mar 1987	325	649
	3 of 1972	May 15, 1972	7-1/4	May 1987	88	176
	4 of 1972	July 15, 1972	7	July 1987	433	867
(Thousands of Dollars)	5 of 1972	Sept. 15, 1972	7-1/4	Sept. 1987	592	1,185
	6 of 1972	Dec. 1, 1972	7	Dec. 1987	598	1,196
	1 of 1973	Feb. 1, 1973	7-1/4	Feb. 1988	201	602
	2 of 1973	Apr. 1, 1973	7-3/8	Apr. 1988	355	1,065
	3 of 1973	July 1, 1973	7-7/8	July 1988	595	1,786
	4 of 1973	Oct. 1, 1973	8	Oct. 1988	742	2,225
	5 of 1973	Dec. 15, 1973	8	Dec. 1988	641	1,923
	1 of 1974	Feb. 15, 1974	7-3/4	Feb. 1989	411	1,643
	2 of 1974	Apr. 15, 1974	8-1/4	Apr. 1989	239	956
Note 1 - Equipment	3 of 1974	June 15, 1974	8-7/8	June 1989	299	1,196
obligations are secured	4 of 1974	Oct. 1, 1974	9-1/2	Oct. 1989	782	3,130
by liens on certain	1 of 1975	Mar. 1, 1975	8	Mar. 1990	323	1,615
units of equipment and	2 of 1975	July 15, 1975	8-1/2	July 1990	554	2,770
are payable serially to	3 of 1975	Sept. 15, 1975	9	Sept. 1990	601	3,004
maturity.	4 of 1975	Nov. 15, 1975	8-1/2	Nov. 1990	619	3,093

Equipment Obligations (continued) - Note 1

Trusts: (continued)

		Date of Obligation	Interest Rate - %	Date of Maturity	Portion Due	
					Within One Year	After One Year
DETAIL OF LONG-TERM DEBT	1 of 1976	Jan. 15, 1976	7-3/4	Jan. 1991	\$ 1,160	\$ 6,960
	2 of 1976	Mar. 15, 1976	8	Mar. 1991	436	2,613
	3 of 1976	May 1, 1976	8-1/4	May 1991	287	1,722
	4 of 1976	Aug. 1, 1976	8-1/8	Aug. 1991	518	3,108
	5 of 1976	Nov. 15, 1976	7-3/8	Nov. 1991	967	5,799
	1 of 1977	Jan. 15, 1977	7-5/8	Jan. 1992	734	5,138
	2 of 1977	Mar. 15, 1977	7-3/4	Mar. 1992	354	2,480
	3 of 1977	May 15, 1977	7-3/4	May 1992	346	2,424
	4 of 1977	Dec. 1, 1977	7-7/8	Dec. 1992	1,337	9,358
	1 of 1978	Jan. 15, 1978	8-1/4	Jan. 1993	674	5,391
December 31, 1984	2 of 1978	Mar. 15, 1978	8-1/4	Mar. 1993	893	7,144
	3 of 1978	May 1, 1978	8-3/4	May 1993	532	4,258
	4 of 1978	Aug. 1, 1978	9	Aug. 1993	526	4,209
	1 of 1979	Feb. 1, 1979	9-1/4	Feb. 1994	480	4,322
	2 of 1979	Apr. 15, 1979	9-5/8	Apr. 1994	1,129	10,157
	3 of 1979	Aug. 1, 1979	9-1/4	Aug. 1994	1,312	11,804
	1 of 1980	Feb. 15, 1980	13-5/8	Feb. 1995	1,502	15,019
	2 of 1980	Apr. 15, 1980	12-1/4	Apr. 1995	1,000	10,000
	3 of 1980	July 1, 1980	9-5/8	July 1995	532	5,322
	4 of 1980	Aug. 15, 1980	11-5/8	Aug. 1995	962	9,624
SOUTHERN RAILWAY COMPANY (Continued)	5 of 1980	Oct. 15, 1980	11-3/4	Oct. 1995	883	8,830
	6 of 1980	Dec. 15, 1980	13-3/8	Dec. 1995	810	8,101
	1 of 1981	Feb. 1, 1981	13-1/8	Feb. 1996	1,461	16,074
	2 of 1981	Apr. 15, 1981	13-1/4	Apr. 1996	1,516	16,676
	3 of 1981	June 1, 1981	14-1/8	June 1996	857	9,426
	4 of 1981	Aug. 1, 1981	14-1/2	Aug. 1996	614	6,759

Note 1 - Equipment obligations are secured by liens on certain units of equipment and are payable serially to maturity.

Road Initials: SOU Year: 1984

Equipment Obligations (continued) - Note 1
Conditional sale agreements:

DETAIL OF
LONG-TERM

DEBT

December 31, 1984

SOUTHERN
RAILWAY
COMPANY
(continued)

(Thousands of Dollars)

Date of Obligation	Interest Rate - %	Date of Maturity	Portion Due	
			Within One Year	After One Year
Jan. 1, 1971	8-1/2	Jan. 1986	\$ 558	\$ 558
Sept. 1, 1972	8	Oct. 1987	30	65
Nov. 1, 1975	12	Nov. 1985	6	1
Feb. 1, 1976	12	Apr. 1986	16	7
May 15, 1976	8-3/4	May 1991	173	1,040
Jan. 15, 1978	8-3/8	Jan. 1986	600	600
Mar. 15, 1978	8-1/2	Mar. 1986	600	600
May 1, 1978	8-7/8	Nov. 1993	1,200	9,600
Sept. 1, 1978	9.3	Apr. 1994	2,362	21,259
Apr. 1, 1979	9.875	Apr. 1994	501	4,512
May 1, 1979	9.85	June 1994	464	4,174
June 15, 1979	9.875	Aug. 1994	1,254	11,289
Feb. 1, 1980	9.625	Feb. 1995	1,567	13,732
			<u>43,983</u>	<u>292,049</u>

Total Equipment Obligations

Capitalized lease obligations:

June 15, 1975	6.37	Jan. 1991	552	3,736
May 15, 1977	6.369	Sept. 1995	303	5,864
			<u>855</u>	<u>9,600</u>

Total Capitalized Lease Obligations

(Discount) and premium - Net
Total equipment obligations

-	(1,210)
<u>44,838</u>	<u>300,439</u>

Total long-term debt

<u>\$ 44,838</u>	<u>\$ 444,787</u>
------------------	-------------------

Note 1 - Equipment obligations are secured by liens on certain units of equipment and are payable serially to maturity.

Interest Accrued 45,531
Interest Paid 47,168

510. DEBT HOLDINGS—Concluded
(Notes and other disclosures)

Line No.	a. Nature of security or collateral, if any	Line No.
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17

b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder—bank, broker, holding company, individual or other specified category.

Line No.	Name and address of holder	Type of holder	Line No.
1			1
2			2
3			3
4			4
5			5
6			6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14			14
15			15
16			16
17			17
18			18

c. Other notes and comments

510: DEBTHOLDINGS (Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	769 Accounts Payable:	Affiliated Companies				1
2	Cash Advances					2
3	" "	Georgia Midland Ry.			57	3
4	" "	Lenoir Car Works			1,424	4
5	" "	Memphis & Charleston Ry.			26	5
6	" "	North Carolina Midland Ry.			10	6
7	" "	Southern Railway Caroline Division			59	7
8	" "	Mobile & Birmingham R. R.			186	8
9						9
10					1,762	10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
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35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

510. DEBTHOLDINGS—Continued
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2						2
3	Various dates		None	None	None	3
4	" "		"	"	"	4
5	" "		"	"	"	5
6	" "		"	"	"	6
7	" "		"	"	"	7
8	" "		"	"	"	8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
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37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
- (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (000's) (d)	Amount due from or to related parties (e)	Line No.
1	Aluminum Co. of America		Other (Note 1)	Purchase of Material	345		1
2	Citizens & Southern National Bank		Other (Note 1)	Financial Services	1,678		2
3	Dominion Bank, N.A.		Other (Note 1)	Financial Services	492		3
4	First Pennsylvania Bank		Other (Note 1)	Financial Services	134		4
5	Georgia-Pacific Corp.		Other (Note 1)	Purchase of Material	300		5
6	Piedmont Aviation, Inc.		Other (Note 1)	Aviation Svcs. & Air Travel	1,820		6
7	Siskin Steel and Supply Co.		Other (Note 1)	Purchase of Material	355		7
8	Sovran Bank, N.A.		Other (Note 1)	Financial Services	861		8
9	Trailer Train Company		Other (Note 1)	Lease of Equipment	729		9
10	Norfolk Southern Corp.		Controlled	(note 2)	72,066		10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

Note 1: Respondent shares common directorships with these companies. Amounts in Col. d were paid by Norfolk Southern Corp. on behalf of its operating subsidiaries, Norfolk and Western Railway Co. and Southern Railway System.

Note 2: Certain costs incurred by Norfolk Southern Corp. are reimbursed by the two operating subsidiaries, Norfolk and Western Railway Co. and Southern Railway System, based on total revenues. Above amount represents respondents total reimbursement for 1984.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

- (5) Line operated under *trackage rights*.

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

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

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

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

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

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

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

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc., 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 the 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 rest in a corporation controlled by or controlling the respondent, *but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote.* An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization, it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR												
Line No.	Cross Check	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	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		1	100%	M	2542	276	20	372	339	821	4370	1
2												2
3		1J	1/2	M	-	-	-	1	7	8	16	3
4		1J	1/3	M	-	-	-	-	-	2	2	4
5		1J	1/4	M	-	-	-	-	-	3	3	5
6												6
7		1	100%	B	1428	1	-	75	164	131	1799	7
8												8
9		1J	1/2	B	-	-	-	-	1	6	7	9
10												10
11		3A	100%	M	502	149	2	49	114	224	1040	11
12												12
13		3AJ	1/2	M	-	-	-	-	1	2	3	13
14												14
15		3A	100%	B	132	-	-	8	16	12	168	15
16												16
17		3B	100%	M	231	56	1	38	27	48	401	17
18												18
19		3BJ	1/3	M	-	-	5	1	-	77	83	19
20		3BJ	1/2	M	-	-	-	1	-	5	6	20
21												21
22		4A	100%	M	381	2	1	36	47	88	555	22
23												23
24		4AJ	1/2	M	-	-	-	-	-	5	5	24
25		4AJ	1/3	M	-	-	-	-	3	-	3	25
26												26
27		4A	100%	B	260	-	-	9	25	4	298	27
28												28
29		5	100%	M	144	82	32	19	11	297	585	29
30												30
31		5	100%	B	100	-	-	6	32	22	160	31
32												32
33		1	100%	M	108	-	1	7	7	15	138	33
34												34
35		1	100%	B	10	-	3	1	3	-	17	35
36												36
37												37
38												38
39												39
40												40
41												41
42												42
43												43
44												44
45												45
46												46
47												47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	3908	565	62	524	556	1595	7210	55
56			TOTAL BRANCH LINES	N/A	1930	1	3	99	241	175	2449	56
57			GRAND TOTAL	N/A	5838	566	65	623	797	1770	9659	57
58			Miles of electrified road or track included in preceding grand total	N/A								58

Changes in mileage from 1983 to 1984 are due to reclassifications, adjustments and corrections to mileage records relating to prior years rather than actual increases or decreases, if any, as reported on Schedule 705. Railroad Annual Report R-1

701. 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 yard switching tracks	TOTAL	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	Sou. Ry. Co.	B	9.04			0.84	0.37	10.25	1
2	"	"	B	9.91			0.19	1.24	11.34	2
3	"	"	M					1.46	1.46	3
4	"	"	B	5.17					5.17	4
5	"	"	M					3.20	3.20	5
6	"	"	M					0.23	0.23	6
7	"	"	M					1.01	1.01	7
8	"	"	M					0.64	0.64	8
9	"	"	B	9.98			1.27	0.83	12.08	9
10	"	"	M			0.11			0.11	10
11	"	"	M					0.06	0.06	11
12	"	"	B	10.64			0.14	3.25	14.03	12
13	"	"	B	3.76			0.13	1.11	5.00	13
14	"	"	B	1.84			0.03	0.25	2.12	14
15	"	"	B	0.02					0.02	15
16	"	"	M	0.25					0.25	
17	3-A	"	B	12.03				0.17	12.20	
18	1	"	B				0.03	0.31	0.34	
19	1	"	B	9.30					9.30	
20	1	"	B	4.80					4.80	
21	1	"	B	32.80					32.80	
22	4-A	"	B	10.00			0.25	1.57	12.82	
23	4	"	B	5.00					5.00	
24										
25		TOTAL		124.54		0.11	2.88	11.43	144.23	

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, 1918, terminable upon end of control of A&C Air Line by Southern Railway Co. Rental \$600.00 per annum. (Assigned to Carolina and Northwestern Railway 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.

CONTINUED ON PAGE 74

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

Line No.	Cross Check	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of propri- etary 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		Distr.of Columbia						3	3				1
2		North Carolina	240	415	--	315	128	--	1098				2
3		Virginia	234	339	--	68	--	6	647		9		3
4		Kentucky	91	25	--	--	--	19	135		5		4
5		Indiana	117	103	--	2	--	--	222				5
6		Illinois	253	12	--	--	--	2	267				6
7		Mississippi	34		--	10	--	2	46				7
8		Tennessee	463	160	--	32	--	44	699				8
9		Georgia	467	67	--	169	50	99	852		12		9
10		Alabama	556	229	--	147	--	29	961		64		10
11		South Carolina	195	88	--	122	463	40	908		34		11
12													12
13													13
14													14
15													15
16													16
17													17
18													18
19													19
20													20
21													21
22													22
23													23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32		TOTAL MILEAGE (single track)	2650	1438	--	865	641	244	5838		124		32

Railroad Annual Report B

Road Initials: SOU

Year 19__84

705. CHANGES DURING THE YEAR

the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be preceded by the word "none" truly states the fact, it may be used in answering any particular inquiry. Changes in mileage should be reported by the nearest whole mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction of a mile.

With railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the table as follows:

(Class 1) Line owned by respondent
 (Class 2) Line owned by proprietary companies
 (Class 3) Line operated under contract or agreement for contingent rent
 (Class 4) Line operated under lease for a specified sum
 (Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. Any certificates of convenience and necessity, issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.

3. Show all consolidations, mergers, and reorganizations effected, giving particulars.

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

Line No.	Class	Main (M) or branch (B) line (b)	INCREASES IN MILEAGE						TOTAL	Remarks	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs and turn-outs (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)			
1											1
2											2
3											3
4											4
5											5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE										13
14	1	B	0.27								14
15											15
16											16
17											17
18											18
19											19
20											20
21											21
22											22
23											23
24											24
25	TOTAL DECREASE										25
14											14
15											15
16											16
17											17
18											18
19											19
20											20
21											21
22											22
23											23
24											24
25											25

If returns under Inquiry No. 1 above include any first main track owned by respondent or its proprietary companies that represents new construction or permanent abandonment, give the following particulars:

Owned by respondent:

Miles of road constructed _____

Owned by proprietary companies:

Miles of road constructed _____

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 _____ of which has been or is to be written out of the investment accounts.

Miles of road abandoned 0.27

705. 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 **WHOLE** mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

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. Any certificates of convenience and necessity, issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show 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. Show 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	Line No.
			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
2											2
3											3
4											4
5											5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE										13

DECREASES IN MILEAGE

14	1	B	0.27						0.27	AB-26 (28X)	14
15				Abandoned		11/04/84; Removed		12/84			15
16											16
17											17
18											18
19											19
20											20
21											21
22											22
23											23
24											24
25	TOTAL DECREASE										25

If returns under Inquiry No. 1 above include any first main track owned by respondent or its proprietary companies that represents new construction or permanent abandonment, give the following particulars:

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned 0.27

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.

NOTES AND REMARKS

REFERENCE FOR SCHEDULE 701, MILEAGE OWNED BY NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR: -

- 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, terminable upon 18 months notice. Rental \$5,252.00 per annum.
- Line 6 - Track at Durham, N. C. - 0.23 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.
- 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 \$231.80 per annum, plus 4% per annum on additions and betterments.
- Line 8 - Side track at Augusta, Ga., leased to Augusta & Summerville RR 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 - York, Ala. to Lilita, Ala. - 9.98 miles leased to The Alabama Great Southern R.R. Co. Agreement dated August 1, 1951, effective same date. Rental \$10.00 per annum.
- Line 10 - Irondale Jct., Ala. - 0.11 miles A.G.S. RR Passenger connection - Agreement pending.
- Line 11 - Operated by Central of Georgia R.R. Agreement September 21, 1961.
- Line 12 - Gurnee 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. to Blocton.
- Line 13 - Seymour, Ala. to Piper, Ala. - 3.76 miles not permanently abandoned but at present not operated.
- Line 14 - Ardela, Ala. to Belle Ellen, Ala. - 1.84 miles not permanently abandoned, but at present not operated.
- Line 15 - Clarksville, Va. - 0.02 miles Joint Turnout Connection to N.F.&D. Railway.
- Line 16 - Leeds, Ala., New Main Connection between C. of Ga. and Sou. Ry. Co. - 0.25 mile.
- Line 17 - McDonough to Griffin, Ga. - 12.03 miles not operated.
- Line 18 - 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.
- Line 19 - Aiken to Trenton, S. C. - 9.30 miles abandoned (1979).
- Line 20 - Parrish to High Level, Ala. - 4.80 miles abandoned (1979).
- Line 21 - Atlanta Jct. to Piedmont, Ala. - 32.80 miles abandoned (1977).
- Line 22 - Hagood - Camden, S. C. - 10.00 miles abandoned (1981).
- Line 23 - Stony Fork Branch, Ky. - 5.00 miles abandoned (1970).

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (f). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

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

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

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

9. Cross-checks

Schedule 710

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

Schedule 710

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

When data appear in columns (k) or (l) lines 36 thru 53, and 55, column (m) should have data on same lines.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units Diesel-freight units	796	11			57	56	808		808	(H.P.) 2049750	19	1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units												3
4		Diesel-switching units	112				12	14	106	4	110	164100		4
5	*	TOTAL (lines 1 to 4) units	908	11			69	70	914	4	918	2213850	19	5
6	*	Electric-locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6 and 7)	908	11			69	70	914	4	918	2213850	19	8
9	*	Auxiliary units	22	3					25		25	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	930	14			69	70	939	4	943	N/A	19	10

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

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1960 (b)	Between Jan. 1, 1960 and Dec. 31, 1964 (c)	Between Jan. 1, 1965 and Dec. 31, 1969 (d)	Between Jan. 1, 1970 and Dec. 31, 1974 (e)	Between Jan. 1, 1975 and Dec. 31, 1979 (f)	During Calendar Year					TOTAL (i)	Line No.
								1980 (g)	1981 (h)	1982 (i)	1983 (j)	1984 (k)		
11	*	Diesel	1	80	270	243	177	39	39	58		11	918	11
12	*	Electric												12
13	*	Other self powered units												13
14	*	TOTAL (lines 11 to 13)	1	80	270	243	177	39	39	58		11	918	14
15	*	Auxiliary units			9	4	6			1	2	3	25	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1	80	279	247	183	39	39	59	2	14	943	16

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]	14						14		14			17
18		Combined cars [All class C, except CSB]	1						1		1			18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]	2						2		2			20
21		Dining, grill and tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, 1A]										N/A		22
23		TOTAL (lines 17 to 22)	17						17		17			23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)												28
29		TOTAL (lines 23 and 28)	17						17		17			29
30		COMPANY SERVICE CARS Business cars [PV]	10						10		10	N/A		30
31		Board outfit cars [MWX]	11						11		11	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	13						13		13	N/A		32
33		Dump and ballast cars [MWB, MWD]	315				5	3	317		317	N/A		33
34		Other maintenance and service equipment cars	1782				164	36	1910		1910	N/A		34
35		TOTAL (lines 30 to 34)	2131				169	39	2261		2261	N/A		35

Road Initials:

SOU

Year 19 84

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100-B287)	1639						36
37		Plain box cars - 50' and longer (B300-B887)	8324					13	37
38		Equipped box cars (All Code A)	8135					17	38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	3099						39
40		Equipped gondola cars (All Code E)	414					1	40
41		Covered hopper cars (All Code C -- 1 --)	6916						41
42		Open top hopper cars-general service (All Code H)	7948					2	42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	1797						43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	441						44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	5						45
46		Flat cars-TOFC/COFC (All Code P)	209					668	46
47		Flat cars-multi-level (All Code V)	758						47
48		Flat cars-general service (F101-106, F201-206, F301-306)	398					1	48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	503		2			380	49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)		46					50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)							51
52		All other freight cars (All Codes U, & S and F171-176, 271-276, 371-376, 471-476)	2615					7	52
53		TOTAL (lines 36 to 52)	43201	46	2			1089	53
54		Caboose (All Code N)	N/A	449					54
55		TOTAL (lines 53, 54)	43201	495	2			1089	55

710. INVENTORY OF EQUIPMENT - Continued

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

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad.

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Time-mileage cars (k)	All other (l)			
36		622	1017		1017		55971		36
37		808	5567	1962	7529		555227		37
38		126	7579	447	8026		592014	25	38
39		195	2904		2904		238053		39
40		1	414		414		37361		40
41		16	6900		6900		683612	81	41
42		329	7621		7621		720628		42
43		15	1782		1782		161561		43
44		3	120	318	438		30220		44
45			5		5		287		45
46		2	875		875		38439		46
47		1	757		757		32667		47
48		14	385		385		29726		48
49		21	864		864		75402	22	49
50			46			46	4584		50
51									51
52		537	2085		2085		170498		52
53		2690	38921	2727	41602	46	3426250	128	53
54			449		N/A	449	N/A	15	54
55		2690	39370	2727	41602	495	3426250	143	55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
		FLOATING EQUIPMENT							
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 and 57)	N/A						58
		HIGHWAY REVENUE EQUIPMENT							
59		Bogie-chassis							59
60		Dry van	6021					1048	60
61		Flat bed							61
62		Open top							62
63		Mechanical refrigerator							63
64		Bulk	2					1	64
65		Insulated	1						65
66		Platform removable sides							66
67		Other trailer or container							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	6024					1049	70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

UNIT 5 OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (included)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59									59
60		1370	5697	2	5699		972537		60
61									61
62									62
63									63
64		1	2		2		400		64
65		1							65
66									66
67									67
68									68
69									69
70		1372	5699	2	5701		972937		70

NOTES AND REMARKS

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

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	SD-50 Locomotives (Diesel Freight)	11	2057	9675	P	1
2	Auxiliary Units (Boosters)	3	381	176	S	2
3	235-ton H.D. Flat Cars	2	159	319	P	3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	16	N/A	10170	N/A	25

REBUILT UNITS

26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL		N/A		N/A	39

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SOUTHERN RAILWAY

1984

3 OF 3

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, 726, AND 728

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

Track category¹

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

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

- These schedules shall only include those lines maintained by the reporting carrier. They shall not include track maintained by others over which the reporting carrier has trackage rights.
- If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
- Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

¹For line segments containing more than single tracks, the total density over the route shall be used to determine track category.

720. TRACK AND TRAFFIC CONDITIONS

- Disclose the requested information pertaining to track and traffic conditions.
- Miles under slow order in column (e) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category	Mileage of tracks at end of period	Average annual traffic density in millions of gross ton-miles per track-mile ²	Average running speed limit	Track miles under slow orders at end of period (Deviation from timetable speed limit)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	2069.92	24.5	38.0	3.8 (15.1)	1
2	B	2122.97	11.3	43.9	59.5 (25.4)	2
3	C	1140.71	2.7	32.2	105.1 (11.0)	3
4	D	1367.70	0.3	24.1	152.6 (14.3)	4
5	E	2202.93	XXXXXXX	XXXXX		5
6	TOTAL	8904.23			3210	6
7	F		XXXXXXXXX	XXXXX		7
8	Potential abandonments	5.08				8

²To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of crossties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties	Line No.
		New ties				Second-hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	232,085				8,938			241,023	714,425	14.1	1
2	B	260,279				14,427			274,706	777,463	16.3	2
3	C	162,765				16,638			179,403	525,312	15.0	3
4	D	13,103				21,256			34,359	84,050	76.5	4
5	E	55,642				23,184			78,826	2,449,750	66.1	5
6	TOTAL	723,874				84,443			808,317	4,551,000	22.8	6
7	F	--				--			--	--	--	7
8	Potential abandonments	--				--			--	--	--	8

9. Average cost per crosstie \$ _____ and switchtie (MBM) \$ _____

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

Give particulars of ties laid during the year in new construction during the year.

In column (a) classify the ties as follows:

U — Wooden ties untreated when applied.

T — Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	16,225	15.01	244	34,169	392.70	13	New	1
2	U	43	0.50					Relay	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	16,268	14.97	244	34,169	392.70	13		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid <u>1.78</u> Rail Miles								21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid <u>4.43</u> Rail Miles								22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)				
1	A	161.95	0.00	6.53	0.01	168.48	0.01	4.2	1
2	B	55.56	0.14	28.08	4.98	83.64	5.12	7.5	2
3	C	0.02	0.01	162.83	6.16	162.85	6.17	4.5	3
4	D	0.01	0.10	27.43	5.61	27.44	5.71	13.9	4
5	E	0.00	0.00	46.92	12.98	46.92	12.98	0.0	5
6	TOTAL	217.54	0.25	271.79	29.74	489.33	29.99	5.0	6
7	F								7
8	Potential Abandonments								8
9	Other								9
10	Average cost of new and relay rail laid in replacement (gross tons) \$ _____								10

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track. In column (a) classify the kind of rail applied as follows:

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

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

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

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS					Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)		
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	2	132	207	114	551.60	132	127	55	435.68	1	
2	4					132	18	1	64.30	2	
3	4					100	279	26	92.88	3	
4						90	2	1	63.64	4	
5										5	
6										6	
7										7	
8										8	
9										9	
10										10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	207	114	551.60	N/A	426	83	193.75	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									1.78	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									4.43	35
36	Track-miles of welded rail installed this year 238.56; total to date 4,344.46										36

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	<i>Pounds</i>				
1	136	26.99			1
2	132	3,644.42			2
3	131	281.60			3
4	130	37.01			4
5	127	7.34			5
6	115	0.10			6
7	112	10.31			7
8	105	66.95			8
9	100	891.32			9
10	90	32.06			10
11	85	692.06			11
12	Under 85	128.90			12
13	TOTAL	5,819.06			13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	241023	714425	4.0	2.5	168.49	4.1	394604	789.5	38.1	1
2	B	274706	777463	4.4	5.0	88.76	2.1	330974	691.7	32.6	2
3	C	179402	525312	5.3	4.1	169.02	7.4	135915	265.4	23.3	3
4	D	34359	84050	0.9	0.7	33.15	1.2	57320	83.0	6.1	4
5	E	78826	2449750	1.2	2.8	59.90	1.4	76409	86.5	3.9	5
6	TOTAL	808317	4551000	3.1	2.9	519.32	2.9	995222	1916.5	21.5	6
7	F	--	--	--	--	--	--	--	--	--	7
8	Potential abandonments	--	--	--	--	0.00	0.0	--	--	--	8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS (Dollars in Thousands)

1. Furnish the requested information concerning the monetary amount and quantity of deferred capital improvements to track structure.
2. Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of track (a)	Monetary amount of deferred capital improvements		Line No.
		End of the year (b)	Beginning of the year (c)	
1	A			1
2	B -----NONE-----			2
3	C			3
4	D			4
5	E			5
6	TOTAL TRACKS			6
7	F			7
8	Potential Abandonments			8
	Selected track improvements	Quantities of deferred capital improvements		
		End of the year	Beginning of the year	
9	Crossties			9
10	Rail			10
11	Ballast			11

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

(Dollars in Thousands)

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motors 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 (h) 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

(Dollars in Thousands)

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (steam, gas turbine, etc.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	104,279,004				1
2	Passenger					2
3	Yard switching	12,709,455				3
4	TOTAL	116,988,459				4
5	COST OF FUEL ¹	\$ 94,773	\$	\$	\$	5
6	Work Train	2,538,193				6

B. RAIL MOTORCARS

(Dollars in Thousands)

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL				10
11	COST OF FUEL ¹	\$	\$	\$	11
12	Work Train				12

¹Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). 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.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.

(D) A locomotive is self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of 1 mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.

(F) Train switching locomotive miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.

(G) Yard switching locomotive miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15 report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of 1 mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles and miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car-miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.

(I) Exclude from Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty mile basis. That is, if the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.

(J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; miles run by railway business cars operated for the transportation of the carriers' officers and employees; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

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

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

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

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

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

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

(T) Report the total number of foreign per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

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

Surplus cars are cars which are in serviceable condition available for loading at the initial count on the last day of the year, but which have not been placed for loading within 48 hours. A record shall be made of all such cars on hand at 12:01 a.m. of the day following the last day of each year and a count of the same cars made 48 hours later to ascertain those still not placed for loading. The count of surplus cars shall include cars assembled in advance to meet loading requirements of more than one day; cars which have not been moved because of infrequent train service as on branch lines; cars set aside or stored for special or future loading, such as perishables, grain, autos, rough freight, etc.; and cars stored because of seasonal decline in traffic, such as coal cars, ore cars, etc. The count of surplus cars shall not include cars out of service in connection with repairs, cars actually moving en route to owners, cars moving on car service order, or cars in transit to loading points on holding road or to another road. The phrase "placed for loading" refers to (1) physical switching of a car into position for loading, (2) physical switching of a car into possession of a shipper who will subsequently move it to loading position, and (3) physical switching onto tracks at a freight house, pier, etc., for the purpose of being loaded.

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	5,838		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	1,421,505	XXXXXX	2
3		2-02 Way Trains	4,210,577	XXXXXX	3
4		2-03 Through Trains	7,733,809		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	13,365,891		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	13,365,891		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	6,484,268	XXXXXX	8
9		3-02 Way Trains	8,185,467	XXXXXX	9
10		3-03 Through Trains	27,330,448		10
11		3-04 TOTAL (lines 8-10)	42,000,183		11
12		3-11 Train Switching (F)	2,477,013	XXXXXX	12
13		3-21 Yard Switching (G)	5,995,460		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	50,472,656		14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	2,332	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	58,777	XXXXXX	16
17		4-012 Box-Equipped	57,270	XXXXXX	17
18		4-013 Gondola-Plain	26,239	XXXXXX	18
19		4-014 Gondola-Equipped	4,230	XXXXXX	19
20		4-015 Hopper-Covered	39,946	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	51,341	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	39,079	XXXXXX	22
23		4-018 Refrigerator-Mechanical	3,287	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	4,643	XXXXXX	24
25		4-020 Flat-TOFC/COFC	29,231	XXXXXX	25
26		4-021 Flat-Multi-Level	3,300	XXXXXX	26
27		4-022 Flat-General Service	885	XXXXXX	27
28		4-023 Flat-All Other	7,295	XXXXXX	28
29		4-024 All Other Car Types-Total	11,094	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	338,949	XXXXXX	30
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
31		4-110 Box-Plain 40-Foot	2,590	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	39,541	XXXXXX	32
33		4-112 Box-Equipped	54,534	XXXXXX	33
34		4-113 Gondola-Plain	24,124	XXXXXX	34
35		4-114 Gondola-Equipped	3,790	XXXXXX	35
36		4-115 Hopper-Covered	43,362	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	55,528	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	39,824	XXXXXX	38
39		4-118 Refrigerator-Mechanical	1,618	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	4,613	XXXXXX	40
41		4-120 Flat-TOFC/COFC	5,990	XXXXXX	41
42		4-121 Flat-Multi-Level	2,053	XXXXXX	42
43		4-123 Flat-General Service	1,160	XXXXXX	43
44		4-123 Flat-All Other	7,522	XXXXXX	44
45		4-124 All Other Car Types	13,324	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	299,573	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	5,910	XXXXXX	48
49		4-132 Box-Equipped	1	XXXXXX	49
50		4-133 Gondola-Plain	171	XXXXXX	50
51		4-134 Gondola-Equipped		XXXXXX	51
52		4-135 Hopper-Covered	20,942	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	5	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	2	XXXXXX	54
55		4-138 Refrigerator-Mechanical		XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	837	XXXXXX	56
57		4-140 Flat-TOFC/COFC	70,495	XXXXXX	57
58		4-141 Flat-Multi-Level	11,307	XXXXXX	58
59		4-142 Flat-General Service	51	XXXXXX	59
60		4-143 Flat-All Other	3,389	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	35,771	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	9,085	XXXXXX	62
63		4-146 All Other Car Types	959	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	158,925	XXXXXX	64
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
66		4-151 Box-Plain 50-Foot and Longer	1,375	XXXXXX	66
67		4-152 Box-Equipped	2	XXXXXX	67
68		4-153 Gondola-Plain	184	XXXXXX	68
69		4-154 Gondola-Equipped	1	XXXXXX	69
70		4-155 Hopper-Covered	21,218	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	3	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	2	XXXXXX	72
73		4-158 Refrigerator-Mechanical		XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	837	XXXXXX	74
75		4-160 Flat-TOFC/COFC	11,967	XXXXXX	75
76		4-161 Flat-Multi-Level	7,146	XXXXXX	76
77		4-162 Flat-General Service	54	XXXXXX	77
78		4-163 Flat-All Other	3,974	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	37,658	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	9,456	XXXXXX	80
81		4-166 All Other Car Types	928	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	94,805	XXXXXX	82
83		4-17 Work Equipment Car-Miles	2,086	XXXXXX	83
84		4-18 No Payment Car-Miles (I) ¹	17,052	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-180 Unit Trains	117,718	XXXXXX	85
86		4-181 Way Trains	72,640	XXXXXX	86
87		4-182 Through Trains	721,032	XXXXXX	87
88		4-183 TOTAL (lines 85-87)	911,390	XXXXXX	88
89		4-20 Caboose Miles	13,366	XXXXXX	89
		5. Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches			90
91		5-02 Combination, Passenger Cars			91
92		5-03 Sleeping and Parlor Cars			92
93		5-04 Dining, Grill and Tavern Cars			93
94		5-05 Head-End Cars (Other than 5-02)			94
95		5-06 TOTAL (lines 90-94)			95
96		5-07 Business Cars			96
97		5-08 Crew Cars (Other than Cabses)			97
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	6,504,430		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	

¹Total number of loaded miles _____ and empty miles _____ by roadtrailer reported above.

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
99		6-020 Unit Trains	9,428,128	XXXXXX	99
100		6-021 Way Trains	4,687,608	XXXXXX	100
101		6-022 Through Trains	48,234,670	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.			102
103		6-04 Non-Revenue	250,900	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	69,105,736		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	121,429	XXXXXX	105
106		7-02 Non-Revenue	1,986	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	123,415	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	30,047,774	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	30,047,774	XXXXXX	110
111		8-04 Non-Revenue-Road Service	346,297	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	346,297	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	30,394,071	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	791,957	XXXXXX	115
116		9-02 Train Switching	187,285	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	655,267	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	533,532	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	212,367	XXXXXX	120
121		12-02 Way Trains	930,303	XXXXXX	121
122		12-03 Through Trains	2,163,732	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	553,222	* XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	739,351	* XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	1,679	* XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore		XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)		XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	17,831	* XXXXXX	130
131		17-02 Unserviceable		XXXXXX	131
132		17-03 Surplus	11,191	* XXXXXX	132
133		17-04 TOTAL (lines 130-132)	29,022	* XXXXXX	133

*Southern consolidated data. Information not available on an individual company basis.

VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

OATH

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

State of Virginia
City Norfolk
County of Norfolk

L. I. Prillaman, Jr.

(Insert here name of the affiant)

makes oath and says that he is Vice President-Accounting

(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 accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

January 1, 19 84, to and including December 31, 19 84

L. I. Prillaman, Jr.
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and

City Norfolk
County above named, this 13th day of May, 19 85

My commission expires January 3, 1986

Use an
L.S.
impression seal

Kathryn J. Brandt
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Virginia
City Norfolk
County of Norfolk

Robert B. Claytor

(Insert here name of the affiant)

makes oath and says that he is Chairman & Chief Executive Officer

(Insert here the official title of the affiant)

Of Southern Railway Company

(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

January 1, 19 84, to and including December 31, 19 84

Robert B. Claytor
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and

City Norfolk
County above named, this 13th day of May, 19 85

My commission expires January 3, 1986

Use an
L.S.
impression seal

Kathryn J. Brandt
(Signature of officer authorized to administer oaths)

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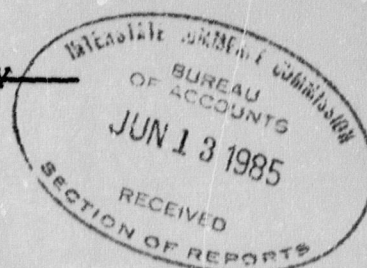
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NAME OF CARRIER Southern Railway Company

SUPPLEMENTAL 1984 R-1 DATA



INSTRUCTIONS

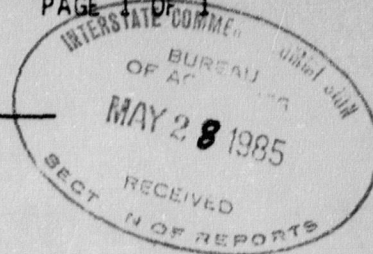
1. Line and column references in column (b) are to the 1984 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Data entered in column (d) shall be computed under RRB accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Selected items (a)	1984 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)	RRB Accounting As of 1/1/84 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ <u>97,603</u>	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	<u>125,116</u>	\$ <u>103,322</u>
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investments in property	col. d	<u>2,595,307</u>	<u>2,462,575</u>
4. Depreciation and Amortization of defense projects	col. e	<u>668,747</u>	<u>655,558</u>
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b	<u>16,348</u>	<u>16,358</u>
6. Lessor railroads	col. c	<u>3,355</u>	<u>3,355</u>
7. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
8. Other Leased Properties	col. e	<u>3</u>	<u>3</u>
Other elements of Investment	Line 41		
9. Respondent	col. b	<u>55,126</u>	<u>55,126</u>
10. Lessor railroads	col. c	<u>(11,249)</u>	<u>(11,249)</u>
11. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
12. Other Leased Properties	col. e	<u>-0-</u>	<u>-0-</u>

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NAME OF CARRIER Southern Railway Company

SUPPLEMENTAL 1984 R-1 DATA



INSTRUCTIONS

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4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Selected items (a)	1984 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)	RRB Accounting As of 1/1/84 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ <u>97,603</u>	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	<u>125,116</u>	\$ <u>103,322</u>
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investments in property	col. d	<u>2,470,931</u>	<u>2,462,575</u>
4. Depreciation and Amortization of defense projects	col. e	<u>668,747</u>	<u>655,558</u>
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b	<u>16,348</u>	<u>16,358</u>
6. Lessor railroads	col. c	<u>3,355</u>	<u>3,355</u>
7. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
8. Other Leased Properties	col. e	<u>3</u>	<u>3</u>
Other elements of Investment	Line 41		
9. Respondent	col. b		<u>55,126</u>
10. Lessor railroads	col. c	<u>(3,592)</u>	<u>(11,249)</u>
11. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
12. Other Leased Properties	col. e	<u>-0-</u>	<u>-0-</u>

NAME OF CARRIER Southern Railway Company

SUPPLEMENTAL 1984 R-1 DATA

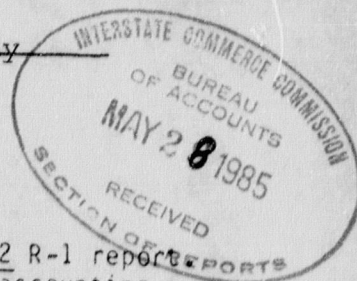
INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>		
1.	Total road	Line 28, col. g	<u>\$ 104,224</u>
	<u>Schedule 342, Accumulated Depreciation- Improvements to Road and Equipment Leased from Others</u>		
2.	Total road	Line 27, col. g	<u>17,539</u>
	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>		
3.	Total road	Line 27, col. g	<u>-0-</u>
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	<u>318,803</u>
5.	Total expenditures for road	Line 34, total of cols. b thru e	<u>972,403</u>
6.	Total general expenditures	Line 45, total of cols. b thru e	<u>-0-</u>

NAME OF CARRIER Southern Railway Company

SUPPLEMENTAL 1984 R-1 DATA



INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>		
1.	Total road	Line 28, col. g	<u>\$ 104,224</u>
	<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u>		
2.	Total road	Line 27, col. g	<u>17,539</u>
	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>		
3.	Total road	Line 27, col. g	<u>-0-</u>
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	<u>255,893</u>
5.	Total expenditures for road	Line 34, total of cols. b thru e	<u>890,736</u>
6.	Total general expenditures	Line 45, total of cols. b thru e	<u>-0-</u>

Item No.	Selecte Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>94,168</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>-0-</u>
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>18,070</u>
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>-0-</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	<u>383</u>
12.	Passenger	Line 136, col. g	<u>-0-</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>44</u>
14.	Passenger	Line 137, col. g	<u>-0-</u>
	Depreciation - Other		
15.	Freight	Line 138, col. f	<u>10,039</u>
16.	Passenger	Line 138, col. g	<u>-0-</u>
	Other - Running		
17.	Freight	Line 148, col. f	<u>3,659</u>
18.	Passenger	Line 148, col. g	<u>-0-</u>
	Other - Switching		
19.	Freight	Line 149, col. f	<u>739</u>
20.	Passenger	Line 149, col. g	<u>-0-</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRR Accounting As of 12/31/84 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	<u>142</u>
22.	Passenger	Line 150, col. g	<u>-0-</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>227,559</u>
24.	Passenger	Line 151, col. g	<u>-0-</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u> </u>
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	<u>1,399</u>
27.	Total - Freight Train Cars	Line 24, col. f	<u>3,697</u>
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	<u>-</u>
29.	Marine Line-Haul	Line 33, col. f	<u>-</u>
30.	Local Marine	Line 34, col. f	<u>-</u>
31.	Total - Floating Equipment	Line 35, col. f	<u>-</u>
32.	Other Equipment	Col. f, sum of lines 37 thru 40	<u>376</u>
33.	Work & Other Non-revenue Equipment	Line 41, col. f	<u>294</u>
34.	Total - All Equipment	Line 43, col. f	<u>5,766</u>

[illegible]

