

Class I Railroad Annual Report

CSX Transportation, Inc.

500 Water Street, C729

Jacksonville, FL 32202



To The

NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St. N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.
6. Except where the context indicates some other meaning, the following terms when used in this Form have the following meanings:
 - (a) Board means *Surface Transportation Board*.
 - (b) Respondent means *the person or corporation in whose behalf the report is made*.
 - (c) Year means *the year ended December 31 for which the report is being made*.
 - (d) Close of the Year means *the close of business on December 31 for the year in which the report is being made*. If the report is made for a shorter period than one year, it means *the close of the period covered by the report*.
 - (e) Beginning of the Year means *the beginning of business on January 1 of the year for which the report is being made*. If the report is made for a shorter period than one year, it means *the beginning of that period*.
 - (f) Preceding Year means *the year ended December 31 of the year preceding the year for which the report is made*.
 - (g) The Uniform System of Accounts for Railroad Companies means *the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended*.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.
9. NOTE - An additional line has been added to Schedule 755 (Line 134) effective with the 2004 R-1. Also note that the instructions for completion of Schedule 755 now have two additional items (Instructions U and V).
10. NOTE - The columns in Schedule 710-Distribution of Locomotive Units In Service of Respondent At Close Of Year, Disregarding Year of Rebuilding have been revised to reflect new five year periods.
11. NOTE - The following supplemental information about STB information collections is provided in compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq.:

Supplemental Information about the Annual Report (R-1)

This information collection is mandatory pursuant to 49 U.S.C. 11145.

The estimated hour burden for filing this report is less than 800 hours.

Information in the Annual Reports is used to monitor and assess railroad industry growth, financial stability, traffic, and operations and to identify industry changes that may affect national transportation policy. In addition, the Board uses data from these reports to more effectively carry out regulatory responsibilities, such as acting on railroad requests for authority to engage in Board regulated financial transactions (for example, mergers, acquisitions of control, consolidations, and abandonments); conducting investigations and rulemakings; conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and developing the URCS, which is a cost measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used as a tool in rail rate proceedings to calculate the variable costs associated with providing a particular service in accordance with 49 U.S.C. 10707(d). The Board also uses URCS to analyze the information that it obtains through the annual railroad industry waybill sample, see 49 CFR 1244, and in railroad abandonment proceedings to measure off-branch costs, pursuant to 49 U.S.C. 10904(a) and in accordance with 49 CFR 1152.32(n).

The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. These reports are also maintained by the agency indefinitely on microfiche. In addition, some of this information is posted on the Board's website, www.stb.dot.gov, where it may remain indefinitely. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0009. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Quarterly Condensed Balance Sheet (CBS)

This information collection is mandatory under 49 CFR 1243.2.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through specific regulation of railroad-rate and service issues and rail-restructuring proposals, including railroad mergers, consolidations, acquisitions of control, and abandonments. Information from the reports is used by the Board, other Federal agencies, and industry groups, including the Association of American Railroads, to assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system.

Information from these reports is compiled by the Board and published on its website, www.stb.dot.gov, where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

Supplemental Information about the Quarterly Report of Revenues, Expenses, and Income (Form RE&I)

This information collection is mandatory pursuant to 49 U.S.C. 11164 and 49 CFR 1243.1.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through regulation of railroad rate and service issues and rail restructuring proposals, including railroad mergers, consolidations, acquisitions of control and abandonments. Information from the reports is used by the Board, other Federal agencies and industry groups to monitor and assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system. Individual and aggregate carrier information is needed in our decision making process.

Information from these reports is compiled by the Board and published on its website, www.stb.dot.gov, where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

Supplemental Information about the Report of Railroad Employees, Service, and Compensation (Wage Forms A & B)

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1245.2.

The estimated hour burden for filing this report is 30 hours per quarterly report and 40 hours per annual report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees. These transactions include mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

Certain information from the reports is compiled and published on the Board's website, www.stb.dot.gov, where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0004. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Monthly Report of Number of Employees of Class I Railroads (Wage Form C)

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1246.1.

The estimated hour burden for filing this report is 1.25 hours per monthly report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

The information in this report is compiled and published on the Board's website, www.stb.dot.gov, where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0007. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Annual Report of Cars Loaded and Cars Terminated (Form STB-54)

This information collection is mandatory pursuant to 49 U.S.C. 11162 and 49 CFR 1247.

The estimated hour burden for filing this report is four hours per report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. Information in this report is entered into the Board's URCS. In addition, many other Federal agencies and industry groups, including the Department of Transportation and the Association of American Railroads (AAR), depend on Form STB-54 for information regarding the number of cars loaded and terminated on the reporting carrier's line.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0011. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Quarterly Report of Freight Commodity Statistics (Form QCS)

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1248.

The estimated hour burden for filing this report is 217 hours per report.

Information in this report is entered into the Board's URCS.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0001. The display of a currently valid OMB control number is required by law.

For Index, See Back of Form

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 30, 2005

(Office address) 500 Water Street, 2nd Floor C729, Jacksonville, Florida 32202-4423
(Street and number, city, state, and ZIP code)

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SPECIAL NOTICE

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

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

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Office of the Secretary, Surface Transportation Board.

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

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

1. Give the exact name of the respondent in full. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if 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, also give 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: CSX Transportation, Inc. (consolidated)
2. Date of incorporation: January 26, 1944
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership and of appointment of receivers of trustees:
Virginia
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 the Office of Economic and Environmental Analysis, immediately upon preparation, two copies of its latest annual report to stockholders.

Check appropriate box:

[] Two copies are attached to this report.

[] Two copies will be submitted on: _____ (date)

[X] No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$ 20 per share, first preferred \$ _____ per share, second preferred \$ _____ per share, debenture stock \$ _____ per share.
2. State whether or not each share of stock has the right to one vote. If not, give full particulars in a footnote. ☒ Yes ☐ No
3. Are voting rights proportional to holdings: ☒ Yes ☐ No. If no, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stocks: ☐ Yes ☒ No. If yes, 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 relationship between holdings and corresponding voting rights, indicating 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? ☐ Yes ☒ No. If yes, 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.
Books Not Closed
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. 9,061,038 votes, as of December 31, 2005 (date).
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. One stockholders.
9. Give the names of the 30 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 one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each, his or her address, the number of votes he or she 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 or she was entitled, with respect to securities held by him or her, 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 30 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 30 security holders at the close of the year.

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
				Common (d)	Preferred		
Second (e)	First (f)						
1	CSX Corporation	Jacksonville, FL	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
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21							21
22							22
23							23
24							24
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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 the respondent: 9,061,038 votes cast.
11. Give the date of such meeting: March 8, 2005
12. Give the place of such meeting: Votes cast by unanimous written consent.

NOTES AND REMARKS

The consolidated financial statements and supporting schedules included in this annual report include CSX Transportation, Inc. and the following majority-owned subsidiaries:

Allegheny and Western Railway Company	Hooker Homes, LLC
Atlantic Land and Improvement Company, The	Hooker Silver, LLC
Baltimore and Cumberland Valley Rail Road Extension Company, The	Hooker Ten, LLC
Baltimore and Ohio Chicago Terminal Railroad Company, The	James Center Development Company
Boca Bay Properties, Inc. (dissolved 12/5/2005)	James Center Development Company - Richmond
Boston Fiber Access, LLC (dissolved 12/5/2005)	L&N Investment Corporation
Buffalo, Rochester and Pittsburg Railway Company	Lake Erie and Detroit River Railway Company, The
Carrollton Railroad, The	Lakefront Dock & Railroad Terminal Company
Cincinnati Inter-Terminal Railroad Company, The	Lakeland City Center, Inc.
CSX Capital Management, Inc.	Mahoning State Line Railroad Company, The
CSX Rail Benefits Company	Midland United Corporation and Subsidiaries
CSX Realty Development, LLC	Neville Island Terminal Railway Company, The
CSX Resources, Inc. - Georgetown	Nona Barnes, LLC
CSX Tower II Properties, Inc.	North Bank Development Company (dissolved 12/5/2005)
CSX Transportation (UK) Limited (dissolved 3/22/2005)	North Charleston Terminal Company
CSX Transportation South America, Inc.	NYC Pere Marquette, LLC
CSXT Environmental Corporation	Rail Wagons, Inc.
CSXT Intellectual Property Corporation	Rail Wagons - II, Inc.
Curtis Bay Company	RDC Holdings, Inc.
Cybernetics & Systems, Inc.	RDC Projects, LLC
Dayton and Michigan Railroad Company	Real Estate and Improvement Company of Baltimore City, The
DOCP Holdings, Inc.	Richmond, Fredericksburg and Potomac Railway Company
E R & L Thames, Inc.	Seaboard Coast Line Railway Supplies, Inc.
Energy Resources and Logistics, Inc.	St. Lawrence & Adirondack Railway Company
FGMR, Inc.	Staten Island - Arlington, Inc.
Four Rivers Transportation, Inc.	Staten Island Railroad Corporation, The
Fruit Growers Dispatch, Inc.	Terminal Realty Baltimore Co.
Fruit Growers Express Company	Terminal Realty Baltimore Second Co.
Gainesville Midland Railroad Company	Three Rivers Railway Company, The
Harborshore at Boca Bay Development Corporation	Toledo Ore Railroad Company, The
Harborside at Boca Bay Development Corporation (dissolved 12/5/2005)	TransKentucky Transportation Railroad, Inc.
Holston Land Company, Inc.	Twentieth Century Limited, Inc. (dissolved 9/15/2005)
Home Avenue Railroad Company, The	Tylerdale Connecting Railroad Company, The
Hooker Core, LLC	Westfork Properties, LLC

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	(92)	-	1
2		702	Temporary cash investments	41	19,192	2
3		703	Special deposits	-	-	3
4		704	Accounts receivable - Loan and notes	146	350	4
5		705	- Interline and other balances	14,703	6,743	5
6		706	- Customers	630,046	548,643	6
7		707	- Other	126,035	113,001	7
8		708, 709	- Accrued accounts receivables	516,737	431,328	8
9		708.5	- Receivables from affiliated companies	-	-	9
10		709.5	- Less: Allowance for uncollectible accounts	(101,326)	(49,129)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	230,953	105,604	11
12		712	Materials and supplies	189,904	156,363	12
13		713	Other current assets	83,466	114,737	13
14			TOTAL CURRENT ASSETS	1,690,613	1,446,832	14
			Other Assets			
15		715, 716, 717	Special funds	-	-	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	395,307	367,562	16
17		722, 723	Other investments and advances	1,393	1,570	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) \$ 7,194	134,935	127,768	19
20		739, 741	Other assets	302,414	568,998	20
21		743	Other deferred debits	81,542	39,069	21
22		744	Accumulated deferred income tax debits	-	-	22
23			TOTAL OTHER ASSETS	915,591	1,104,967	23
			Road and Equipment			
24		731, 732	Road (Sch. 330) L-30 Col h & b	18,531,332	18,252,129	24
25		731, 732	Equipment (Sch 330) L-30 Col h & b	6,330,263	6,169,251	25
26		731, 732	Unallocated items	347,213	117,356	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(5,789,972)	(5,372,250)	27
28			Net Road and Equipment	19,418,836	19,166,486	28
29			TOTAL ASSETS	22,025,040	21,718,285	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDER'S 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	33,026	26,089	31
32		753	Audited accounts and wages	145,094	104,179	32
33		754	Other accounts payable	114,290	86,614	33
34		755, 756	Interest and dividends payable	11,644	18,623	34
35		757	Payables to affiliated companies	1,779,785	2,128,082	35
36		759	Accrued accounts payable	1,152,810	1,016,222	36
37		760, 761 761.5, 762	Taxes accrued	129,359	47,907	37
38		763	Other current liabilities	79,575	85,619	38
39		764	Equipment obligations and other long-term debt due within one year	115,618	121,284	39
40			TOTAL CURRENT LIABILITIES	3,561,201	3,634,619	40
Non-Current Liabilities						
41		765, 767	Funded debt unmatured	404,514	484,787	41
42		766	Equipment obligations	454,140	562,036	42
43		766.5	Capitalized lease obligations	79,725	95,573	43
44		768	Debt in default	-	-	44
45		769	Accounts payable: affiliated companies	5,200	5,199	45
46		770.1, 770.2	Unamortized debt premium	98,664	(1,609)	46
47		781	Interest in default	-	-	47
48		783	Deferred revenues - transfers from govt. authorities	-	-	48
49		786	Accumulated deferred income tax credits	6,122,468	5,995,346	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	1,152,500	1,233,261	50
51			TOTAL NONCURRENT LIABILITIES	8,317,211	8,374,593	51
Shareholder's Equity						
52		791, 792	Total capital stock	181,224	181,221	52
53			Common stock	181,224	181,221	53
54			Preferred stock	-	-	54
55			Discount on capital stock	-	-	55
56		794, 795	Additional capital	5,351,621	5,357,626	56
57		797	Retained earnings: Appropriated	-	-	57
58		798	Unappropriated	4,584,190	4,098,088	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities	29,593	72,138	59
60		798.5	Less treasury stock	-	-	60
61			Net stockholders equity	10,146,628	9,709,073	61
62			TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY	22,025,040	21,718,285	62

NOTES AND REMARKS

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 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 funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$ 73.
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: \$ 0.
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year: See Note 12 on Page 13B.
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: \$ See Note 12 on Page 13B.
- (c) Is any part of pension plan funded? Specify. Yes X No ____.
- If funding is by insurance, give name of insuring company _____.
- If funding is by trust agreement, list trustee(s) Northern Trust.
- Date of trust agreement or latest amendment January 1, 1988.
- If respondent is affiliated in any way with the trustee(s), explain affiliation. _____.
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Note 12 on Page 13B.
- (e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes No X.
- If yes, give number of the shares for each class of stock or other security. _____.
- Are voting rights attached to any securities held by the pension plan? Specify Yes X No ____.
- If yes, who determines how stock is voted? The trustee, subject to approval and direction of Investment Committee.
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes X No ____.
5. (a) The amount of employer's contribution to employee stock ownership plans for the current year was \$ 0.
- (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 \$ 0.
6. In reference to Docket 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: \$ 0.

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes, and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed. (Explain and/or reference to the following pages.)

Respondent and its subsidiaries are contingently liable individually and jointly with others principally as guarantors of long-term debt and obligations, primarily related to leased equipment, joint ventures and joint facilities. These contingent obligations are immaterial to the company's results of operations and financial position at December 30, 2005.

A number of legal actions, other than environmental, are pending against respondent in which claims are made in substantial amounts. While the ultimate results of environmental investigations, lawsuits and claims involving Respondent cannot be predicted with certainty, management does not currently expect that these matters will have a material adverse effect on the consolidated financial position, results of operations and cash flows of the Respondent.

(a) Changes in valuation accounts.

8. Marketable equity securities.

		Cost	Market	Dr. (Cr.) to Income	Dr. (Cr.) to Stockholder's Equity
(Current Yr.)	Current Portfolio	-	-	-	N/A
as of 12/30/2005	Noncurrent Portfolio	-	-	N/A	-
(Previous Yr.)	Current Portfolio	-	-	N/A	N/A
as of 12/30/2005	Noncurrent Portfolio	-	-	N/A	N/A

At 12/30/2005, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

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

A net unrealized gain (loss) of \$ 0 on the sale of marketable securities was included in net income for N/A (year).

The cost of securities was based on the N/A (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: 12/30/2005 (date) Balance sheet date of reported year unless specified as previous year.

NOTE 1. Nature of Operations and Significant Accounting Policies***Nature of Operations***

CSX Transportation, Inc. ("Respondent") is the largest rail network in the Eastern United States, providing rail freight transportation over a network of more than 21,000 route miles in 23 states, the District of Columbia and the Canadian provinces of Ontario and Canada. The Respondent is a wholly owned subsidiary of CSX Corporation ("CSX").

Rail shipments include merchandise, automotive products, and coal, coke and iron ore. Service groups as a percent of rail revenue are as follows:

	Fiscal Years Ended	
	December 30,	December 31,
	2005	2004
Merchandise	58%	60%
Coal, Coke and Iron Ore	29%	27%
Automotive	12%	12%
Other	1%	1%
Total	100%	100%

The Respondent's merchandise business is made up of seven lines of business: phosphates and fertilizers; metals; forest products; food and consumer; agricultural products; chemicals; and emerging markets. Emerging markets targets high-growth business opportunities in specialized markets such as aggregates, processed materials (for example, cement), waste, military cargo, and machinery.

The Respondent's coal business serves more than 130 coal mines in nine states, including three of the nation's top four coal-producing states, and the automotive business serves plants in eight states, delivering both finished vehicles and auto parts.

Basis of Presentation

In the opinion of management, the accompanying consolidated financial statements contain all adjustments necessary to fairly present the financial position of the Respondent at December 30, 2005 and December 31, 2004 and the related statements of income, cash flow, and changes in shareholder's equity for the fiscal years ended December 30, 2005 and December 31, 2004, such adjustments being of a normal recurring nature. Certain prior-year amounts have been reclassified to conform to the 2005 presentation.

Fiscal Year

The Respondent follows a 52/53 week fiscal reporting calendar. This fiscal calendar allows every quarter to consistently end on a Friday and to be of equal duration (13 weeks). However, in order to maintain this type of reporting calendar, every sixth or seventh year (depending on the Gregorian calendar and when leap year falls), an extra week will be included in one quarter (a 14 week quarter) and, therefore, the full year will have 53 weeks.

- Fiscal year 2005 consisted of 52 weeks ending on December 30, 2005
- Fiscal year 2004 consisted of 53 weeks ending on December 31, 2004

NOTE 1. Nature of Operations and Significant Accounting Policies, Continued***Principles of Consolidation***

The consolidated financial statements include the Respondent and its majority-owned subsidiaries. All significant intercompany accounts and transactions have been eliminated. Investments in companies that are not majority-owned are carried at cost (if less than 20% owned and the Respondent has no significant influence) or equity (if the Respondent has significant influence).

Cash and Cash Equivalents

The Respondent participates in the CSX cash management plan, under which excess cash is advanced to CSX for investment. CSX then makes cash available to the Respondent as needed. Cash and cash equivalents consists of cash in banks and highly liquid investments having an original maturity of three months or less at the date of acquisition.

Materials and Supplies

Materials and supplies consist primarily of fuel and parts used in the repair and maintenance of the Respondent's freight car and locomotive fleets, equipment, and track structure, which are carried at average cost.

Properties

All properties are stated at cost, less an allowance for accumulated depreciation. Rail assets, including main-line track, locomotives and freight cars are depreciated using the group-life method, which pools similar assets by road and equipment type and then depreciates each group as a whole. The majority of non-rail property is depreciated using the straight-line method on a per asset basis. Amortization expense recorded under capital leases is included in depreciation expense in the Schedule 210.

Regulations enforced by the Surface Transportation Board ("STB") of the U.S. Department of Transportation require periodic formal studies of ultimate service lives for all railroad assets. Factors taken into account during the life-study include:

- Statistical analysis of historical retirements for each group of property;
- Evaluation of the current operations;
- Evaluation of technological advances and maintenance schedules;
- Previous assessment of the condition of the assets and outlook for their continued use;
- Expected net salvage to be received upon retirement; and
- Comparison of assets to the same asset groups with other companies.

The results of the life study process determine the service lives for each asset group under the group-life method. These studies are conducted by a third party expert and analyzed by management. Resulting service life estimates are subject to review and approval by the STB. Road assets, including main-line track, have estimated service lives ranging from 5 years for system roadway machinery to 80 years for grading. Equipment assets, including locomotives and freight cars, have estimated service lives ranging from 6 years for vehicles to 35 years for work equipment.

Changes in asset lives due to the results of the life studies are applied at the completion of the life-study and continue until the next required life-study. The life-studies may also indicate that the recorded amount of accumulated depreciation is deficient (or in excess) of the amount indicated by the study. Any such deficiency (or excess) is amortized as a component of depreciation expense over the remaining useful life of the asset group until the next required life-study.

NOTE 1. Nature of Operations and Significant Accounting Policies, Continued

For retirements or disposals of depreciable rail assets that occur in the ordinary course of business, the asset cost (net of salvage value or sales proceeds) is charged to accumulated depreciation and no gain or loss is recognized. For retirements or disposals of non-rail depreciable assets, infrequent disposal of rail assets outside the normal course of business and for all dispositions of land, the resulting gains or losses are recognized at the time of disposal. Expenditures that significantly increase asset values or extend useful lives are capitalized. Repair and maintenance expenditures are charged to operating expense when the work is performed.

Properties and other long-lived assets are reviewed for impairment whenever events or business conditions indicate the carrying amount of such assets may not be fully recoverable. Initial assessments of recoverability are based on estimates of undiscounted future net cash flows associated with an asset or a group of assets in accordance with Statement of Financial Accounting Standard ("SFAS") 144, *Accounting for the Impairment or Disposal of Long-Lived Assets* ("SFAS 144"). Where impairment is indicated, the assets are evaluated, and their carrying amount is reduced to fair value based on undiscounted net cash flows or other estimates of fair value.

Revenue & Expense Recognition

The Respondent recognizes freight revenue using Free-On-Board ("FOB") Origin pursuant to Emerging Issues Task Force ("EITF") 91-9, *Revenue and Expense Recognition for Freight Services in Process*. The Respondent uses method (5) in the EITF, which provides for the allocation of revenue between reporting periods based on relative transit time in each reporting period. Expenses are recognized as incurred.

Certain key estimates are included in the recognition and measurement of revenue and related accounts receivable under the policies described above:

- unbilled revenue on shipments that have been delivered;
- revenue associated with shipments in transit;
- future adjustments to revenue or accounts receivable for billing corrections and bad debts;
- future adjustments to revenue for overcharge claims filed by customers; and
- incentive-based refunds to customers.

The Respondent regularly updates the estimates described above based on historical experience.

All other revenue, such as demurrage, switching and other incidental charges are recorded upon completion of the service. Demurrage represents charges assessed by railroads for the retention of cars by shippers or receivers of freight beyond a specified period of time. Switching revenue is generated when the Respondent switches cars between trains for a customer or other railroad.

Other income – net consists of real estate sales, minority interest income (expense), and other miscellaneous income (expense). Real estate sales were \$68 million and \$38 million in 2005 and 2004, respectively.

Common Stock and Other Capital

During the last two years, changes in common stock and other capital have been related to the Conrail spin-off transaction discussed in Note 2.

Derivative Financial Instruments

The Respondent recognizes all derivatives as either assets or liabilities in Schedule 200 and measures those instruments at fair value. (See Note 10. Derivative Financial Instruments.)

NOTE 1. Nature of Operations and Significant Accounting Policies, Continued***Use of Estimates***

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires that management make estimates in reporting the amounts of certain assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of certain revenues and expenses during the reporting period. Actual results may differ from those estimates. Critical accounting estimates using management judgment are made for the following areas:

1. Casualty, legal and environmental reserves (See Note 8. Casualty, Environmental and Other Reserves)
2. Pension and postretirement medical plan accounting (See Note 12. Employee Benefit Plans)
3. Depreciation policies for its assets under the group-life method (See Note 1. Nature of Operations and Significant Accounting Policies)
4. Income taxes (See Note 5. Income Taxes)

NOTE 2. Investment in and Integrated Rail Operations with Conrail***Background***

In August 2004, CSX, Norfolk Southern and Conrail, Inc. ("Conrail") completed a reorganization of Conrail ("Conrail spin-off transaction"), which established direct ownership and control by the Respondent and Norfolk Southern Railway ("NSR") of two former Conrail subsidiaries, New York Central Lines LLC ("NYC") and Pennsylvania Lines LLC ("PRR"), respectively. Prior to the Conrail spin-off transaction, the Respondent operated the routes and used the assets of NYC, and NSR operated the routes and used the assets of PRR, each in accordance with separate operating and lease agreements. Pursuant to the Conrail spin-off transaction, the operating and lease agreements were terminated and NYC and PRR were merged into the Respondent and NSR, respectively.

As a part of the Conrail spin-off transaction, the assets and liabilities of NYC and PRR were distributed to the Respondent and NSR, respectively. In order to facilitate this distribution, Conrail restructured its existing unsecured and secured public indebtedness, with the consent of Conrail's debt holders. As a result of the transaction, the Respondent and NSR issued new unsecured debt securities in exchange for Conrail debentures and entered into leases and subleases with Conrail to support its secured debt obligations in proportion to their economic ownership percentages.

The following table illustrates the pro forma effect on the Schedule 210 as if the spin-off transaction had been completed as of the beginning of the period.

(Dollars in Millions)

	Year Ended December 31, 2004		
	As reported	Effect of Spin-off	Pro Forma
Railway operating revenues	\$ 7,114	\$ -	\$ 7,114
Net income	\$ 326	\$ 21	\$ 347

NOTE 2. Investment in and Integrated Rail Operations with Conrail, Continued

The Respondent recorded this spin-off transaction at fair value based on the results of an independent appraisal. Since September 2004, the assets, liabilities, results of operations and cash flows of NYC have been included in the Respondent's Schedules 200, 210, and 240.

Accounting and Financial Reporting Effects

For periods prior to the spin-off transaction, the Respondent's rail operating revenue included revenue from traffic moving on the Conrail property. Operating expenses included costs incurred to handle such traffic and to operate the Conrail lines. Rail operating expense includes an expense category, "Conrail Rents, Fees and Services," which reflected:

1. Right-of-way usage fees to Conrail through August 2004.
2. Equipment rental payments to Conrail through August 2004.
3. Transportation, switching and terminal service charges provided by Conrail in the Shared Assets Areas that Conrail operates for the joint benefit of the Respondent and NSR.
4. Amortization of the fair value write-up arising from the acquisition of Conrail and certain other adjustments. The amortization primarily represents the additional after tax depreciation expense related to the write up of Conrail's fixed assets when the original purchase price, from the 1997 transaction, was allocated based on fair value.

Conrail will continue to own, manage and operate the Shared Assets Areas for the joint benefit of the Respondent and NSR. The spin-off transaction, however, effectively decreased rents paid to Conrail after the transaction date, as some assets previously leased from Conrail are now owned by the Respondent and NSR.

Transactions with Conrail

As listed below, the Respondent has amounts payable to Conrail representing expenses incurred under the operating, equipment and shared area agreements with Conrail. In exchange for the Conrail advance, the Respondent has executed a promissory note with a subsidiary of Conrail, which is included in Long-term Debt on the Schedule 200.

	December 30, 2005	December 31, 2004
	(Dollars in Millions)	
Schedule 200 Information:		
Payable to Conrail	\$ 40	\$ 59
Promissory Notes Payable to Conrail Subsidiary		
4.52% Promissory Note due March 2035	\$ 23	\$ -
	Fiscal Years Ended	
	December 30, 2005	December 31, 2004
	(Dollars in Millions)	
Schedule 210 Information:		
Interest Expense Related to Conrail Advances	\$ 1	\$ -

NOTE 3. Management Restructuring

The Respondent incurred restructuring charges related to the November 2003 restructuring plan designed to streamline the management structure, eliminate organizational layers and realign certain functions. For the fiscal year ended December 31, 2004, the Respondent recorded expense of \$50 million for separation expenses. The restructuring initiatives reduced the management workforce by 644 positions as of December 31, 2004.

The total cost of the program through the fiscal year December 31, 2004 was \$75 million. The majority of separation benefits were paid from CSX's qualified pension plan, with the remainder being paid from general corporate funds.

The Respondent did not record any restructuring charges during the fiscal year ended December 30, 2005.

NOTE 4. Hurricane Katrina

In August 2005, Hurricane Katrina caused extensive damage to CSX assets on the Gulf Coast. The most significant damage was concentrated on the Respondent's approximately 100-mile route starting in New Orleans, LA and going east to Pascagoula, MS and includes damage to track infrastructure and bridges. Service to local businesses on the Gulf Coast has been restored and previously rerouted Merchandise trains have returned to the New Orleans gateway. Operations should be normalized to pre-hurricane conditions by the end of the first quarter of 2006.

The Respondent, through its parent company, CSX Corporation, has insurance coverage of \$535 million, after a \$25 million deductible (per occurrence). The insurance includes coverage for fixed asset replacement and business interruption, which includes recovery of incremental expenses and lost profits.

In measuring the losses incurred at December 30, 2005, attributable to Hurricane Katrina, the Respondent considered the actual losses reflected in the financial statements, the allocable deductible (based on expected total recoveries from insured losses), and recorded a receivable for the difference based on probable insurance recoveries. The insurance receivable, after insurance proceeds, amounted to \$42 million at December 30, 2005 and is included in Accounts Receivable in the Respondent's Schedule 200.

The Respondent believes insurance recoveries, which are included in Railway operating expenses in the Respondent's Schedule 210, are probable and it does not believe there are solvency issues with the insurers. In accordance with SFAS 95, *Statement of Cash Flows* ("SFAS 95"), cash proceeds received from insurers are included in either cash flows from operating activities or cash flows from investing activities based on the type of cost to which the proceeds relate.

NOTE 5. Income Taxes

Total deferred tax assets and liabilities recorded by the Respondent are detailed below. The significant components of deferred tax assets are employee benefit plans and productivity and restructuring charges while the significant component of deferred tax liabilities is accelerated depreciation.

<u>(Dollars in Millions)</u>	<u>2005</u>	<u>2004</u>
Deferred Tax Assets	\$ 711	\$ 726
Deferred Tax Liabilities	\$ 6,659	\$ 6,645
Net Deferred Tax Liabilities	<u>\$ 5,948</u>	<u>\$ 5,919</u>

NOTE 5. Income Taxes, Continued

The primary factors in the change in year-end net deferred income tax liability balances include:

- Annual provision for deferred income tax expense
- Conrail spin-off transaction (see Note 2, Investment in and Integrated Rail Operations with Conrail)
- Fuel hedging adjustments to Accumulated Other Comprehensive Loss

CSX files a consolidated federal income tax return. The consolidated current federal income tax expense or benefit is allocated to the Respondent and its subsidiaries as though the Respondent had filed a separate consolidated federal return. Examinations of the federal income tax returns of CSX have been completed through 1993. Federal income tax returns for 1994 through 2003 are currently under examination. Management believes adequate provision has been made for any adjustments that might be assessed.

The breakdown of income tax expense (benefit) between current and deferred is as follows:

	Fiscal Years Ended	
	December 30, 2005	December 31, 2004
	(Dollars in Millions)	
Current:		
Federal	\$ 220	\$ 10
State	29	5
Total Current	\$ 249	\$ 15
Deferred:		
Federal	\$ 109	\$ 165
State	(88)	5
Total Deferred	\$ 21	\$ 170
Total	\$ 270	\$ 185

The Respondent realized a state tax benefit of \$71 million attributable to legislative changes in Ohio that will gradually eliminate the Ohio corporate franchise tax.

NOTE 6. Accounts Receivable***Allowance for Doubtful Accounts***

The Respondent maintains an allowance for doubtful accounts for the estimated probable losses on uncollectible accounts and other receivables. The allowance is based upon the creditworthiness of customers, historical experience, the age of the receivable and current market and economic conditions. Uncollectible amounts are charged against the allowance account. The allowance for doubtful accounts is maintained against current accounts receivable. Allowances for doubtful accounts of \$101 million and \$49 million are included in the Schedule 200 as of December 30, 2005 and December 31, 2004.

NOTE 7. Properties

Properties consist of the following:

(Dollars in Millions)	December 30, 2005			December 31, 2004		
	Cost	Accumulated Depreciation	Net	Cost	Accumulated Depreciation	Net
Road	\$ 18,852	\$ 3,308	\$ 15,544	\$ 18,358	\$ 3,010	\$ 15,348
Equipment	6,357	2,482	3,875	6,181	2,363	3,818
Other	142	7	135	135	7	128
Total	<u>\$ 25,351</u>	<u>\$ 5,797</u>	<u>\$ 19,554</u>	<u>\$ 24,674</u>	<u>\$ 5,380</u>	<u>\$ 19,294</u>

NOTE 8. Casualty, Environmental and Other Reserves

Activity relating to casualty, environmental and other reserves is as follows:

(Dollars in Millions)	Casualty Reserves	Separation Liabilities	Environmental Reserves	Other Reserves	Total
Balance, December 26, 2003	\$ 650	\$ 195	\$ 45	\$ 60	\$ 950
Charged to Expense	211	11	29	57	308
Conrail Spin-off (a)	-	-	6	-	6
Reclassifications (b)	(10)	-	-	-	(10)
Payments	(207)	(55)	(21)	(57)	(340)
Balance, December 31, 2004	\$ 644	\$ 151	\$ 59	\$ 60	\$ 914
Charged to Expense	172	-	31	39	242
Changes in Estimate (c)	(38)	-	-	-	(38)
Payments	(157)	(34)	(20)	(63)	(274)
Balance, December 30, 2005	<u>\$ 621</u>	<u>\$ 117</u>	<u>\$ 70</u>	<u>\$ 36</u>	<u>\$ 844</u>

(a) In 2004, CSXT assumed \$6 million of Conrail environmental liabilities, due to the Conrail spin-off transaction.

(b) This amount represents a \$48 million decrease in asbestos reserves and a \$10 million increase in other occupational reserves.

Casualty, environmental and other reserves are provided for in the Schedule 200 as follows:

	December 30, 2005			December 31, 2004		
	Current	Long-term	Total	Current	Long-term	Total
	(Dollars in Millions)					
Casualty	\$ 199	\$ 422	\$ 621	\$ 199	\$ 445	\$ 644
Separation	15	102	117	16	135	151
Environmental	20	50	70	20	39	59
Other	30	6	36	26	34	60
Total	<u>\$ 264</u>	<u>\$ 580</u>	<u>\$ 844</u>	<u>\$ 261</u>	<u>\$ 653</u>	<u>\$ 914</u>

NOTE 8. Casualty, Environmental and Other Reserves, Continued**Casualty**

Casualty reserves represent accruals for personal injury and occupational injury claims. Currently, none of these claims are covered by insurance since no individual claim value is expected to exceed the Respondent's self-insured retention amount. Personal injury and occupational claims are presented on a gross basis in accordance with SFAS 5, *Accounting for Contingencies* ("SFAS 5"). To the extent the value of an individual claim were to exceed the self-insured retention amount, the Respondent would present the liability on a gross basis with a corresponding receivable for insurance recoveries.

Personal Injury

Personal injury claims include liabilities for traumatic and minor injuries of employees and third parties, with the exclusion of occupational injuries described below.

The Respondent retains an independent actuarial firm to assist management in assessing the value of the Respondent's claims and cases. An analysis is performed by the independent actuarial firm semi-annually and is reviewed by management. The methodology used by the actuary includes a development factor to reflect growth or reduction in the value of the Respondent's personal injury claims. This methodology is based largely on the Respondent's historical claims and settlement activity. Actual results may vary from estimates due to the type and severity of the injury, costs of medical treatments, and uncertainties in litigation. Reserves for personal injury claims are \$390 million and \$346 million at December 30, 2005 and December 31, 2004, respectively.

While the final outcome of casualty-related matters cannot be predicted with certainty, considering among other things, the meritorious legal defenses available and liabilities that have been recorded, it is the opinion of management that none of these items, when finally resolved, will have a material adverse effect on the Respondent's results of operations, financial condition, or liquidity. However, should a number of these items occur in the same period, they could have a material adverse effect on the results of operations, financial condition or liquidity in a particular quarter or fiscal year.

Occupational

Occupational claims include allegations of exposure to certain materials in the work place, such as asbestos, solvents, and diesel fuel, or alleged physical injuries, such as repetitive stress injuries, carpal tunnel syndrome or hearing loss.

Reserves for asbestos related claims are \$129 million and \$199 million at December 30, 2005 and December 31, 2004, respectively. Reserves for other occupational claims are \$101 million and \$99 million at December 30, 2005 and December 31, 2004, respectively.

Occupational – Asbestos

The Respondent is party to a number of occupational claims by employees alleging exposure to asbestos in the workplace. The heaviest possible exposure for employees was due to work conducted in and around steam locomotive engines that were phased out in the 1950s, according to rail industry statistics. However, other types of exposures, including exposure from locomotive component parts and building materials, continued until it was substantially eliminated by 1985.

NOTE 8. Casualty, Environmental and Other Reserves, Continued

In 2005, management updated their assessment of the unasserted liability exposure with the assistance of third party specialists, which resulted in recognition of a \$48 million favorable change in estimate associated with asbestos liabilities. During 2004 and 2005, asbestos related disease claims filed against the Respondent dropped substantially, particularly bulk claims filed by certain law firms. In 2003, the Respondent received a significant number of filings. The Respondent believes the number was attributable to an attempt to file before a new, more restrictive venue law took effect in West Virginia in mid-2003. As a result, management reassessed the calibration period to a 3-year average, excluding the surge in claims originating in West Virginia. Management believes this calibration period provides the best estimate of future filing rates.

The estimated future filing rates and estimated average claim values are the most sensitive assumptions for this reserve. A 10% increase or decrease in either the forecasted number of incurred but not reported "IBNR" claims or the average claim values would result in an approximate \$7 million increase or decrease in the liability recorded for unasserted asbestos claims.

The Respondent, with the assistance of a third party specialist, obtains semi-annual updates of the study. The Respondent will monitor actual experience against the number of forecasted claims to be received and expected claim payments. More periodic updates to the study will occur if trends necessitate a change.

Undiscounted liabilities recorded related to asbestos claims are as follows:

	December 30, 2005	December 31, 2004
Asbestos	(Dollars in Millions)	
Incurred but not reported claims	\$ 53	\$ 131
Asserted claims	76	68
Total liability	<u>\$ 129</u>	<u>\$ 199</u>
Current liability	<u>\$ 37</u>	<u>\$ 37</u>

Defense and processing costs, which historically have been and are anticipated in the future to be insignificant, are not included in the recorded liability. The Respondent is presently self-insured for asbestos-related claims.

Asbestos claim filings against the Respondent have been inconsistent. Currently, there is recurring pending legislation regarding the establishment of an asbestos liability trust fund. The impact to the Respondent of this pending legislation is unknown at this time.

Other Occupational

During 2005, the Respondent experienced an unfavorable trend in settlement values for repetitive stress and other injuries, which resulted in the recognition of a \$10 million unfavorable change in estimate associated with these liabilities. In connection with the semi-annual updates of the study, the Respondent will monitor actual experience against the number of forecasted claims to be received and expected claim payments. More periodic updates to the study will occur if trends necessitate a change.

The estimated future filing rates and estimated average claim values are the most sensitive assumptions for this reserve. A 10% increase or decrease in either the forecasted number of IBNR claims or the average claim values would result in an approximate \$7 million increase or decrease in the liability recorded for unasserted other occupational claims.

NOTE 8. Casualty, Environmental and Other Reserves, Continued

Undiscounted recorded liabilities related to occupational claims are as follows:

	December 30, 2005	December 31, 2004
Other Occupational	(Dollars in Millions)	
Incurred But Not Reported Claims	\$ 63	\$ 56
Asserted Claims	38	43
Total Liability	<u>\$ 101</u>	<u>\$ 99</u>
Current Liability	<u>\$ 18</u>	<u>\$ 18</u>

Defense and processing costs, which historically have been and are anticipated in the future to be insignificant, are not included in the recorded liability. The Respondent is presently self-insured for other occupational-related claims.

Summary

A summary of asbestos and other occupational claims activity is as follows:

	Fiscal Years Ended	
	December 30, 2005	December 31, 2004
Asserted Claims		
Open Claims - Beginning of Period	5,476	7,541
New Claims Filed	735	1,103
Claims Settled	(1,199)	(2,740)
Claims Dismissed	(170)	(428)
Open Claims - End of Period	<u>4,842</u>	<u>5,476</u>

The amounts recorded by the Respondent for asbestos and other occupational liabilities are based upon currently known information and judgments based upon that information. Projecting future events, such as the number of new claims to be filed each year, the average cost of disposing of claims, as well as the numerous uncertainties surrounding asbestos and other occupational litigation or legislation in the United States, could cause the actual costs to be higher or lower than projected.

While the final outcome of casualty-related matters cannot be predicted with certainty, considering among other items the meritorious legal defenses available and the liabilities that have been recorded, it is the opinion of management that none of these items, when finally resolved, will have a material effect on the Respondent's results of operations, financial position or liquidity. However, should a number of these items occur in the same period, they could have a material effect on the results of operations, financial condition or liquidity in a particular quarter or fiscal year.

Separation Liability

Separation liabilities at December 30, 2005 and December 31, 2004 provide for the estimated costs of implementing workforce reductions, improvements in productivity and other cost reductions at the Respondent's major transportation units since 1991. These liabilities are expected to be paid out over the next 15 to 20 years from general corporate funds.

NOTE 8. Casualty, Environmental and Other Reserves, Continued**Environmental**

The Respondent is a party to various proceedings, including administrative and judicial proceedings, involving private parties and regulatory agencies related to environmental issues. The Respondent has been identified as a potentially responsible party at approximately 257 environmentally impaired sites, many of which are, or may be, subject to remedial action under the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980, also known as the Superfund Law, or similar state statutes. A number of these proceedings are based on allegations that the Respondent, or its predecessors, sent hazardous substances to the facilities in question for disposal.

In addition, some of the Respondent's land holdings are and have been used for industrial or transportation-related purposes or leased to commercial or industrial companies whose activities may have resulted in releases of various regulated materials onto the property. Therefore, the Respondent is subject to environmental cleanup and enforcement actions under the Superfund Law, as well as similar state laws that may impose joint and several liability for cleanup and enforcement costs on current and former owners and operators of a site without regard to fault or the legality of the original conduct, which could be substantial. In 2004, the Respondent assumed \$6 million of Conrail environmental liabilities, due to the Conrail spin-off transaction.

At least once a quarter, the Respondent reviews its role with respect to each site identified. Based on the review process, the Respondent has recorded reserves to cover estimated contingent future environmental costs with respect to such sites. Environmental costs are charged to expense when they relate to an existing condition caused by past operations and do not contribute to current or future revenue generation. The recorded liabilities for estimated future environmental costs are undiscounted and include amounts representing the Respondent's estimate of unasserted claims, which is believed to be immaterial. The liability includes future costs for all sites where the Respondent's obligation is (1) deemed probable, and (2) where such costs can be reasonably estimated. The liability includes future costs for remediation and restoration of sites as well as any significant ongoing monitoring costs, but excludes any anticipated insurance recoveries.

Currently, the Respondent does not possess sufficient information to reasonably estimate the amounts of additional liabilities, if any, on some sites until completion of future environmental studies. In addition, latent conditions at any given location could result in exposure, the amount and materiality of which cannot presently be reliably estimated. Based upon information currently available, however, the Respondent believes its environmental reserves are adequate to accomplish remedial actions to comply with present laws and regulations, and that the ultimate liability for these matters, if any, will not materially affect its overall results of operations, financial condition and liquidity.

Other

Other reserves of \$36 million include liabilities for various claims, such as freight claims, property and automobile claims, and longshoremen disability claims. As liabilities become known, the Respondent accrues the estimable and probable amount, in accordance with SFAS 5.

Freight claims represent claims for both freight loss and damage and freight rate disputes. Freight loss and damage claims are liabilities that resulted in lost or damaged customer freight while being handled by the Respondent's transportation services. Freight rate disputes represent liabilities for customer claims regarding the rate charged by the Respondent for its transportation services. Liabilities for freight rate disputes are recorded as a reduction of revenue.

The Respondent accrues for losses related to property and automobile claims. These claims represent primary liability and state mandated coverages required, satisfying financial responsibility requirements for company property and vehicle fleets.

NOTE 8. Casualty, Environmental and Other Reserves, Continued

Longshoremen disability reserves represent liability for assessments under Section 8f of the United States Longshore and Harbor Workers' Compensation Act. These reserves have amounts accrued for second injury fund liabilities, which represent the non-medical portion of employee claims which are paid by the United States Department of Labor and are attributable to an earlier injury to the same employee.

NOTE 9. Long-Term Debt

Debt is as follows:

(Dollars in Millions)	Maturity	Average Interest Rates at		
		December 30, 2005	December 30, 2005	December 31, 2004
Equipment Obligations	2007-2015	6.6%	\$ 549	\$ 651
Notes	2010-2043	8.9%	451	428
Capital Leases	2006-2015	7.3%	103	133
Other Obligations	2007-2021	6.1%	55	55
Total Current Maturities and Long Term Debt			1,158	1,267
Less Debt Due Within One Year			(116)	(121)
Total Long Term Debt			<u>\$ 1,042</u>	<u>\$ 1,146</u>

Long-term debt maturities are as follows:

	(Dollars in Millions)
2005	\$ 116
2006	123
2007	98
2008	79
2009	65
Thereafter	<u>677</u>
Total	<u>\$ 1,158</u>

Certain of the Respondent's properties are pledged as security for various long-term debt issues.

NOTE 10. Derivative Financial Instruments**Fuel Hedging**

In 2003, the Respondent began a program to hedge a portion of its future diesel fuel purchases. This program was established to manage exposure to fuel price fluctuations. In order to minimize this risk, the Respondent has entered into a series of swaps in order to fix the price of a portion of its estimated future fuel purchases.

NOTE 10. Derivative Financial Instruments, Continued

Following is a summary of outstanding fuel swaps:

	December 30, 2005
Approximate Gallons Hedged (Millions)	57
Average Price Per Gallon	\$0.84
Swap Maturities	January 2006 - July 2006

	2006		
	Q1	Q2	Q3
Estimated % of Future Fuel Purchases Hedged at December 30, 2005	25%	11%	1%

The program limits fuel hedges to a 24-month duration and a maximum of 80% of the Respondent's average monthly fuel purchased for any month within the 24-month period, and places the hedges among selected counterparties. Fuel hedging activity favorably impacted fuel expense for the fiscal year ended December 30, 2005 and December 31, 2004 by \$249 million and \$63 million, respectively. Ineffectiveness, or the extent to which changes in the fair values of the fuel swaps did not offset changes in the fair values of the expected fuel purchases, was immaterial.

These instruments qualify, and are designated by management, as cash-flow hedges of variability in expected future cash flows attributable to fluctuations in fuel prices. The fair value of fuel derivative instruments based upon quoted market prices was \$51 million and \$118 million as of December 30, 2005 and December 31, 2004, respectively. The fair values of fuel derivative instruments are determined based upon current fair market values as quoted by third party dealers and are recorded in Other current assets on Schedule 200 with offsetting adjustments to Accumulated Other Comprehensive Earnings, a component of Shareholder's Equity. Amounts are reclassified from Accumulated Other Comprehensive Earnings as the underlying fuel that was hedged is consumed by rail operations. Fair value adjustments are non-cash transactions and, accordingly, have no cash impact on the Consolidated Cash Flow Statements.

The Respondent suspended entering into new swaps in its fuel hedge program beginning in the third quarter of 2004. The Respondent will continue to monitor and assess the global fuel marketplace to decide if and when to resume hedging under the program.

The counterparties to the fuel hedge agreements expose the Respondent to credit loss in the event of non-performance. The Respondent does not anticipate non-performance by the counterparties.

NOTE 11. Fair Value of Financial Instruments

Fair values of the Respondent's financial instruments are estimated by reference to quoted prices from market sources and financial institutions, as well as other valuation techniques. Long-term debt is the only financial instrument of the Respondent with fair values significantly different from their carrying amounts. The fair value of long-term debt has been estimated using discounted cash flow analyses based upon the Respondent's current incremental borrowing rates for similar types of financing arrangements.

	December 30, 2005	December 31, 2004
	(Dollars in Billions)	
Long Term Debt Including Current Maturities:		
Fair Value	\$ 1.3	\$ 1.4
Carrying Value	\$ 1.2	\$ 1.3

NOTE 12. Employee Benefit Plans**Pension and Other Postretirement Benefit Plans**

The Respondent, in conjunction with CSX, sponsors defined benefit pension plans principally for salaried management personnel. The plans provide eligible employees with retirement benefits based predominately on years of service and compensation rates near retirement. Under the CSX pension plan, employees hired after December 31, 2002 are covered by a cash formula. The cash balance formula provides benefits by utilizing interest and pay credits based upon age, service and compensation. CSX allocates to the Respondent a portion of the pension expense or benefit for the CSX pension plans based on the Respondent's relative level of participation. The allocated expense from the various CSX pension plans amounted to expense of \$24 million and \$16 million in 2005 and 2004, respectively.

In addition to the defined benefit pension plans, the Respondent participates with CSX to sponsor one postretirement medical plan and one life insurance plan that provide benefits to full-time, salaried, management employees hired prior to January 1, 2003, upon their retirement if certain eligibility requirements are met. The postretirement medical plan is contributory (partially funded by retirees), with retiree contributions adjusted annually. The life insurance plan is non-contributory. CSX allocates to the Respondent a portion of the expense for these plans based on the Respondent's relative level of participation. The allocated expense amounted to \$35 million and \$40 million in 2005 and 2004, respectively.

As permitted by SFAS 87, *Employers Accounting for Pensions*, CSX has elected to use a plan measurement date of September 30 to actuarially value its pension and postretirement plans as it provides for more timely analysis. The Respondent engages independent, external actuaries to compute the amounts of liabilities and expenses relating to these plans subject to the assumptions that CSX selects as of the beginning of the plan year.

Other Plans

The Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements of the Respondent and subsidiary companies. Expense associated with these plans was \$16 million and \$15 million in 2005 and 2004, respectively.

Under collective bargaining agreements, the Respondent participates in a number of multiemployer medical insurance plans providing health insurance coverage to its contract employees. The participating employers make contributions on a pay-as-you-go basis generally based upon the number of its employees participating in the plan. Total contributions of \$376 million and \$368 million were made to these plans in 2005 and 2004, respectively.

Certain officers and key employees of the Respondent participate in stock purchase, performance and award plans of CSX. The Respondent is allocated its share of any cost to participate in these plans.

NOTE 13. Commitments and Contingencies**Lease Commitments**

The Respondent has various road and equipment leases with other parties with terms of up to 27 years. Non-cancelable, long-term leases generally include provisions for maintenance, options to purchase and options to extend the terms. Most options to purchase are at fair value and there are no significant penalties for CSXT if it does not opt to extend the terms of a lease. At December 30, 2005, minimum building equipment rentals under these operating leases are as follows:

<u>(Dollars in Millions)</u>	<u>Operating Leases</u>	<u>Sublease Income</u>	<u>Net Lease Commitments</u>
2006	\$ 167	\$ 23	\$ 144
2007	158	23	135
2008	123	21	102
2009	94	12	82
2010	77	7	70
Thereafter	271	16	255
Total	<u>\$ 890</u>	<u>\$ 102</u>	<u>\$ 788</u>

In addition to these commitments, the Respondent also has agreements covering equipment leased from Conrail. See Note 2. Investment in and Integrated Rail Operations with Conrail, for a description of these commitments.

Rent expense for operating leases totaled \$388 million and \$413 million in 2005 and 2004, respectively. The majority of rent expense on operating leases relates to net daily rental charges on railroad operating equipment, which are not long-term commitments. The Respondent recognizes rent expense associated with operating leases that include escalations over their term using the straight-line method.

Purchase Commitments

The Respondent has a commitment under a long-term maintenance program that currently covers approximately 43% of its fleet of locomotives. The agreement is based on the maintenance cycle for each locomotive and is currently predicted to expire no earlier than 2026 and as late as 2031, depending upon when additional locomotives are placed in service. The costs expected to be incurred through the duration of the agreement fluctuate as locomotives are placed into or removed from service or as required maintenance is adjusted. The Respondent may terminate the agreement at its option after 2012, though such action will trigger liquidated damages provisions. Under the program, the Respondent paid \$170 million and \$151 million in fiscal years 2005 and 2004, respectively.

As a result of agreements executed in August 2005 and February 2006, the Respondent has purchase obligations supporting a multi-year plan to acquire additional locomotives between 2006 and 2011. The amount of the ultimate purchase commitment depends upon the model of locomotive acquired and the timing of delivery.

NOTE 13. Commitments and Contingencies

Annual payments under the long-term maintenance program and locomotive purchase obligations are estimated as follows:

<u>Years</u>	<u>Payments</u>
	(Dollars in Millions)
2006	\$ 361
2007	392
2008	340
2009	338
2010	353
2011-2031	5,855
Total	<u>\$ 7,639</u>

STB Proceeding

In 2001, Duke Energy Corporation ("Duke") filed a complaint before the STB alleging that certain Respondent common carrier coal rates were unreasonably high. The Respondent and Duke reached a settlement agreement pursuant to which Duke dismissed the STB proceedings with prejudice. Consequently, the Respondent reversed a \$17 million reserve, which increased coal, coke and iron ore revenue. Resolution of this matter in 2005 did not have a material impact on the Respondent's financial condition, results of operations or liquidity for any period presented. Duke and the Respondent have entered into a transportation contract establishing commercial terms for the future transportation of coal to Duke power plants served by the Respondent.

Insurance

The Respondent maintains numerous insurance programs, most notably for third-party casualty liability and for company property damage and business interruption with substantial limits. A specific amount of risk (\$25 million per occurrence) is retained by the Respondent on the casualty program and noncatastrophic property damage. Beginning in 2006, the Respondent retains \$50 million of risk per occurrence for its catastrophic property coverage. For information on insurance issues resulting from the effects of Hurricane Katrina on the Respondent's operations and assets, see Note 4. Hurricane Katrina.

Other Legal Proceedings

The Respondent is involved in routine litigation incidental to its business and is a party to a number of legal actions and claims, various governmental proceedings and private civil lawsuits, including those related to environmental matters, Federal Employers' Liability Act claims by employees, other personal injury claims, and disputes and complaints involving certain transportation rates and charges. Some of the legal proceedings include claims for compensatory as well as punitive damages, and others purport to be class actions. While the final outcome of these matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded along with applicable insurance, it is the opinion of the Respondent's management that none of these items will have a material adverse effect on the results of operations, financial position or liquidity of the Respondent. An unexpected adverse resolution of one or more of these items, however, could have a material adverse effect on the results of operations, financial position or liquidity of the Respondent in a particular quarter or fiscal year.

NOTE 14. Related Parties

At December 30, 2005 and December 31, 2004, the Respondent had \$2.1 billion and \$2.3 billion deficit balances, respectively relating to the Respondent's participation in the CSX cash management plan. The amount is included in Payables to affiliate companies in the Schedule 200. Under this plan, excess cash is advanced to CSX for investment and CSX makes cash funds available to its subsidiaries as needed for use in their operations. The Respondent and CSX are committed to repay all amounts due each other on demand should circumstances require. The companies are charged for borrowings or compensated for investments based on the short-term applicable federal rate, which was 4.25% and 2.45% as of December 30, 2005 and December 31, 2004, respectively. Net interest expense related to this plan was \$76 million and \$39 million in 2005 and 2004, respectively.

Detail of Related Party Service Fees (as included in Schedule 210)

	(Dollars in Millions)	
	Fiscal Years Ended	
	December 30, 2005	December 31, 2004
CSXI	\$ (433)	\$ (421)
CSX Management Service Fee	268	248
CSX Technology	176	182
TDSI	57	61
TRANSFLO	76	82
Total Related Party Service Fees	\$ 144	\$ 152

Related Party Service Fees consists of amounts related to:

- CSX Intermodal Inc. ("CSXI") Reimbursements – Reimbursement from CSXI under an operating agreement for costs incurred by the Respondent related to intermodal operations. This reimbursement is based on an amount that approximates actual costs. The Respondent also collects certain revenue on behalf of CSXI under the operating agreement.
- CSX Management Service Fee – A management service fee charged by CSX as compensation for certain corporate services provided to the Respondent. These services include, but are not limited to, the areas of human resources, finance, administration, benefits, legal, tax, internal audit, corporate communications, risk management and strategic management services. The fee is calculated as a percentage of the Respondent's revenue.
- CSX Technology Inc. ("CSX Technology") Charges – Data processing charges from CSX Technology for the development, implementation and maintenance of computer systems, software and associated documentation for the day-to-day operations of the Respondent. These charges are based on a mark-up of direct costs.
- Total Distribution Services Inc. ("TDSI") Charges – Charges from TDSI for services provided to the Respondent at automobile ramps. These charges are calculated based on direct costs.
- TRANSFLO Terminal Services Inc. ("TRANSFLO") Charges – Charges from TRANSFLO for services provided to the Respondent at bulk commodity facilities. These charges are calculated based on direct costs.

CSX Technology, CSXI, TDSI, and TRANSFLO are wholly owned subsidiaries of CSX.

NOTE 14. Related Parties, Continued***Detail of Due to Affiliate (as included in Schedule 200)*****(Dollars in Millions)**

	December 30, 2005	December 31, 2004
CSXI	\$ 1,590	\$ 1,685
CSXI	36	33
CSX Technology	28	268
TDSI	8	4
TRANSFLO	9	9
CSX Insurance	103	105
Other	6	24
Total Due to Affiliate	\$ 1,780	\$ 2,128

The Respondent and CSX Insurance Company ("CSX Insurance"), a wholly owned subsidiary of CSX, have entered into a loan agreement whereby the Respondent may borrow up to \$125 million from CSX Insurance. The loan is payable in full on demand. At December 30, 2005 and December 31, 2004, \$105 million was outstanding under the agreement, respectively. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, which was 4.39% at December 30, 2005 and 2.42% at December 31, 2004. Interest expense related to the loan was \$4 million and \$2 million for the fiscal years ended December 30, 2005 and December 31, 2004, respectively.

The Respondent participates with CSX Equipment Leasing, LLC ("CEL"), an affiliate of CSX, in sale-leaseback arrangements. Under these arrangements, CEL sold equipment to a third party and the Respondent leased the equipment and assigned the lease to CEL. CEL is obligated for all lease payments and other associated equipment expenses. If CEL defaults on its obligations under the arrangements, the Respondent would assume the asset lease rights and obligations of approximately \$9 million and \$10 million at December 30, 2005 and December 31, 2004, respectively. These leases were either assumed by A.P. Moller-Maersk ("Maersk") as part of its purchase of the CSX international liner business or were assumed by Horizon Lines LLC ("Horizon") as part of its ongoing domestic shipping business.

The Respondent has notified the third party owner of the equipment of its intent to exercise the purchase option contained in the leases at the end of the lease term and subsequently executed sale agreements for said equipment with Maersk and Horizon. The Respondent believes that Maersk and Horizon will fulfill their contractual commitments and that the Respondent will have no further liability for those obligations.

210. RESULTS OF OPERATIONS
(Dollars in Thousands)

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------|
| 1. Disclose requested information for respondent pertaining to results of operations for the year. | Schedule 210
Line 15, col b | Cross-Checks
Schedule 210
= Line 62, col (b) |
| 2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18. | Lines 47,48,49 col b
Line 50, col b | = Line 63, col (b)
= Line 64, col (b) |
| 3. List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25. | | |
| 4. All contra entries should be shown in parenthesis. | Line 14, col b
Line 14, col d
Line 14, col e | Schedule 410
= Line 620, col h
= Line 620, col f
= Line 620, col g |

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenue & expenses	Passenger-related revenue & expenses	Line No.
		(a)	(b)	(c)	(d)	(e)	
		ORDINARY ITEMS OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	7,428,509	6,880,244	7,428,509		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-related	-	-	-		3
4		(104) Switching	38,668	37,685	38,668		4
5		(105) Water transfers	-	-	-		5
6		(106) Demurrage	41,796	27,065	41,796		6
7		(110) Incidental	179,765	169,232	179,765		7
8		(121) Joint facility - credit	-	-	-		8
9		(122) Joint facility - debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	7,688,738	7,114,226	7,688,738	-	10
11		(502) Railway operating revenues - transfers from government authorities	-	-			11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities	-	-			12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	7,688,738	7,114,226	7,688,738	-	13
14		(531) Railway operating expenses	6,615,752	6,518,444	6,615,752		14
15		Net revenue from railway operations	1,072,986	595,782	1,072,986		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	67,726	38,291			16
17		(510) Miscellaneous rent income	28,070	25,727			17
18		(512) Separately operated properties - profit	-	-			18
19		(513) Dividend income (cost method)	2,256	2,396			19
20		(514) Interest Income	3,059	2,760			20
21		(516) Income from sinking and other funds	-	-			21
22		(517) Release of premiums on funded debt	-	-			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	4,358	12,996			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	-	-			25
26		b. Equity in undistributed earnings (losses)	4,135	3,885			26
27		TOTAL OTHER INCOME (lines 16-26)	109,604	86,055			27
28		TOTAL INCOME (lines 15, 27)	1,182,590	681,837			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(30,197)	(36,274)			29
30		(544) Miscellaneous taxes	-	-			30
31		(545) Separately operated properties-Loss	-	-			31
32		(549) Maintenance of investment organization	-	-			32
33		(550) Income transferred under contracts and agreements	-	-			33
34		(551) Miscellaneous income charges	(29,967)	(23,088)			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS	(60,164)	(59,362)			36
37		Income available for fixed charges	1,122,426	622,475			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	78,804	57,706	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	80,278	52,956	40
41		(548) Amortization of discount on funded debt	373	582	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	159,455	111,244	42
43		Income after fixed charges (line 37 minus line 42)	962,971	511,231	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	235	188	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before inc. taxes)	962,736	511,043	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	220,345	10,092	47
48		(b) State income taxes	29,058	5,002	48
49		(c) Other income taxes	15	126	49
50		(557) Provision for deferred taxes	20,846	169,949	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 50)	270,264	185,169	51
52		Income from continuing operations (line 46 minus line 51)	692,472	325,874	52
DISCONTINUED OPERATIONS					
		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)	-	-	
53			-	-	53
		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)	-	-	
54			-	-	54
55		Income before extraordinary items (lines 52 through 54)	692,472	325,874	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes - Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)	-	-	59
		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$).	-	-	
60			-	-	60
61		Net income (Loss) (lines 55 + 59 + 60)	692,472	325,874	61
RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)					
62		Net revenues from railway operations	1,072,986	595,782	62
63		(556) Income taxes on ordinary income (-)	(249,418)	(15,220)	63
64		(557) Provision for deferred income taxes (-)	(20,846)	(169,949)	64
65		Income from lease of road and equipment (-)	(16,500)	(1,479)	65
66		Rent for leased roads and equipment (+)	29,944	122,019	66
67		Net railway operating income (loss)	816,166	531,153	67

Notes and Remarks for Schedules 210 and 220

220. RETAINED EARNINGS

(Dollars in Thousands)

1. Show below the items of retained earnings accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries should be shown in parentheses.
3. Show in lines 22 and 23 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 a debit balance), column (c), should agree with line 26, column (b), in Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b) in 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 (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1		Balances at beginning of year	4,062,034	36,054	1
2		(601.5) Prior period adjustments to beginning retained earnings	-	419	2
		CREDITS			
3		(602) Credit balance transferred from income	688,337	4,135	3
4		(603) Appropriations released	-	-	4
5		(606) Other credits to retained earnings	-	-	5
6		TOTAL CREDITS	688,337	4,135	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	206,789	-	11
12		Preferred stock (1)	-	-	12
13		TOTAL DEBITS	206,789	-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	481,548	4,135	14
15		Balances at close of year (lines 1, 2, and 14)	4,543,582	40,608	15
16		Balance from line 15 (c)	40,608	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	4,584,190		17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ <u>0</u>			19
20		Debits during year \$ <u>0</u>		N/A	20
21		Balance at close of year \$ <u>0</u>			21
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ <u>0</u>			23
		Account 616 \$ <u>0</u>			

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

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	\$ 20.00	10,000,000	9,061,038	-	9,061,038	\$ 181,221	-	1
2									2
3									3
4	Preferred	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4
5									5
6									6
7									7
8									8
9									9
10									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 disclosure of the number of shares of preferred, common, and treasury stock applicable to the items presented in column (a).
4. Columns (c), (e), and (g) require the disclosure of the book value of preferred, common, and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during the year.
6. Unusual circumstances arising from changes in capital stock shall be fully explained in footnotes to this schedule.

Line No.	Item (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		No. of Shares (b)	\$ Amount (c)	No. of Shares (d)	\$ Amount (e)	No. of Shares (f)	\$ Amount (g)		
11	Balance at beginning of year	-	\$ -	9,061,038	\$ 181,221			\$ 5,357,626	11
12	Capital stock sold 1								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15	Other				3			(6,005)	15
16									16
17	Balance at close of year	-	\$ -	9,061,038	\$ 181,224	-	\$ -	\$ 5,351,621	17

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

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	692,472	325,874	10

ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investment	3,681	15,737	11
12		Depreciation and amortization expenses	771,542	651,866	12
13		Net increase (decrease) in provision for Deferred Income Taxes	20,846	188,318	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	-	-	14
15		Decrease (increase) in accounts receivable	(108,904)	(43,269)	15
16		Decrease (increase) in material and supplies and other current assets	(50,223)	4,671	16
17		Increase (decrease) in current liabilities other than debt	(94,823)	240,466	17
18		Increase (decrease) in other - net	97,088	(115,752)	18
19		Net cash provided from continuing operations (lines 10 through 18)	1,331,679	1,267,911	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	-	-	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	1,331,679	1,267,911	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	47,038	33,620	22
23		Capital expenditures	(1,065,681)	(977,451)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	-	-	24
25		Proceeds from sale/repayment of investment and advances	-	-	25
26		Purchase price of long-term investment and advances	(168)	(726)	26
27		Net decrease (increase) in sinking and other special funds	-	-	27
28		Other - net	(26,325)	-	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(1,045,136)	(944,557)	29

(Continued on next page)

240. STATEMENT OF CASH FLOWS (Concluded)
(Dollars in Thousands)

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
30		Proceeds from issuance of long-term debt	31,568	(8,218)	30
31		Principal payments of long-term debt	(134,597)	(107,300)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(200,001)	(190,382)	34
35		Other - net	(2,756)	(12,308)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(305,786)	(318,208)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(19,243)	5,146	37
38		Cash and cash equivalents at beginning of the year	19,192	14,046	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	(51)	19,192	39
		Footnotes to Schedule			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	85,606	50,897	40
41		Income taxes (net) *	201,956	15,561	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

Advances from CSX are included in the Increase (decrease) in current liabilities other than debt. The amounts for the years 2005 and 2004 are \$177,177 and \$197,666, respectively.

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculations of lines 9, 10, 20, and 21 to the nearest whole number.

Line No.	Item (a)	Source	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and other balances (705)	Sched. 200, line 5, col. b	14,703	1
2	Customers (706)	Sched. 200, line 6, col. b	630,046	2
3	Other (707)	Note A	126,035	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	770,784	4
OPERATING REVENUE				
5	Railway operating revenue	Sched. 210, line 13, col. b	7,688,738	5
6	Rent income	Note B	232,085	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	7,920,823	7
8	Average daily operating revenues	Line 7 ÷ 360 days	22,002	8
9	Days of operating revenue in current operating assets	Line 4 ÷ Line 8	35	9
10	Revenue delay days plus buffer	Line 9 + 15 days	50	10
CURRENT OPERATING LIABILITIES				
11	Interline and other balances (752)	Sched. 200, line 31, col. b	33,026	11
12	Audited accounts and wages payable (753)	Note A	145,094	12
13	Accounts payable - other (754)	Note A	114,290	13
14	Other taxes accrued (761.5)	Note A	87,612	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	380,022	15
OPERATING EXPENSES				
16	Railway operating expenses	Sched. 210, line 14, col. b	6,615,752	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	771,542	17
18	Cash related operating expenses	Line 16 + line 17	6,076,295	18
19	Average daily expenditures	Line 18 ÷ 360 days	16,879	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	23	20
21	Days of working capital required	Line 10 - line 20 (Note C)	27	21
22	Cash working capital required	Line 21 x line 19	455,722	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	(51)	23
24	Cash working capital allowed	Lesser of line 22 or line 23	(51)	24
MATERIALS AND SUPPLIES				
25	Total materials and supplies (712)	Note A	193,015	25
26	Scrap and obsolete material included in account 712	Note A	3,111	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	189,904	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	189,853	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**Page 26 Other Parties to Joint Control:**

Line 01	Delaware & Hudson Operating Co. (operating as Canadian Pacific Rail System)
Line 02	Norfolk Southern Railway Company and Central of Georgia Railroad Company
Line 03	Various Carriers
Line 04	Various Individuals
Line 05	Norfolk Southern Railway Company
Line 06	Central of Georgia Railroad Company
Line 07	Helm General Corporation
Line 09	Norfolk Southern Railway Company
Line 10	Various Carriers
Line 11	Various Carriers
Line 12	Norfolk Southern Railway Company
Line 13	Alabama Great Southern Railroad Company
Line 15	Norfolk Southern Railway Company and Florida East Coast Railway, LLC
Line 17	CSX Business Management, Inc.
Line 18	Various Companies
Line 19	Penn Central Realty and Norfolk Southern Railway Company
Line 20	Helm Financial Corp.
Line 21	Various Companies

Page 27, Line 8, Column h - Company is now a consolidated subsidiary

Page 27, Line 13, Column h - Rounding adjustment

Page 27, Line 19, Column h - Company dissolved, assets distributed

Page 29, Line 7, Column h - Advance was repaid.

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances; Affiliated Companies" in the Uniform System of Accounts for Railroad Companies.
2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order.
 - (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including US government bonds)
 - (C) Other secured obligations
 - (D) Unsecured notes
 - (E) Investment advances
3. The subclassification of classes (B), (C), (D), and (E) should be the same as 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 are as follows:

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express services and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.
6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classified as noncarrier companies, even though the securities held by such companies are largely or entirely issued or assumed by carriers.
7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs. If it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
8. Combine in one 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 Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, from accounts 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 25, 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. Give names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially ____ to ____." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A-1	VII	Albany Port Railroad Corporation	50.00	1
2	721	A-1	VII	Augusta and Summerville Railroad Company	50.00	2
3	721	A-1	VII	The Belt Railway Company of Chicago	25.00	3
4	721	A-1	VII	Central Railroad Company of South Carolina	36.47	4
5	721	A-1	VII	Central Transfer Railway and Storage Company	50.00	5
6	721	A-1	VII	Chatham Terminal Company	50.00	6
7	721	A-1	VII	Helm Chesapeake	50.00	7
8	721	A-1	VII	Lakefront Dock and Railroad Terminal	100.00	8
9	721	A-1	VII	Norfolk and Portsmouth Belt Line Railroad Company	42.86	9
10	721	A-1	VII	Terminal Railroad Association of St. Louis	14.29	10
11	721	A-1	VII	TTX Company	19.52	11
12	721	A-1	VII	Winston-Salem Southbound Railway	50.00	12
13	721	A-1	VII	Woodstock & Blocton Railway Company	50.00	13
14				TOTAL CLASS A-1		14
15	721	A-3	X	Beaver Street Tower Company	50.00	15
16	721	A-3	X	CSX Corporation		16
17	721	A-3	VII	CSX Fiber Networks, LLC	97.45	17
18	721	A-3	VI	DOCP Acquisition, LLC	10.00	18
19	721	A-3	VI	Green Real Estate Company	33.33	19
20	721	A-3	VI	Richmond Center Association (Partnership)	50.00	20
21	721	A-3	VI	Savannah Harbor Venture Partners, LLC	50.00	21
22	721	A-3	VI	West Jax Development Company	9.92	22
23				TOTAL CLASS A-3		23
24				TOTAL STOCKS		24
25	721	B-1	VII	Washington and Franklin Railway Company - Matured 1/1/66		25
26				TOTAL CLASS B-1		26
27				TOTAL BONDS		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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 case 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 include 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.

For affiliates which do not report to the Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

Line No.	Investments and advances				Disposed of profit (loss) (i)	Adjustments Account 721.5 (k)	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	253			253				1
2	37			37				2
3	891			891				3
4	67			67			5	4
5	11			11				5
6	22			22				6
7	3,248			3,248				7
8	2,019		2,019	-				8
9	7			7				9
10	-			-				10
11	252			252				11
12	623			623				12
13	121		1	120				13
14	7,551	-	2,020	5,531	-	-	5	14
15	167			167				15
16	40,504			40,504			1,676	16
17	-			-				17
18	28,042	5		28,047				18
19	20		20	-				19
20	-			-				20
21	(867)	867		-				21
22	50			50			8	22
23	67,916	872	20	68,768	-	-	1,684	23
24	75,467	872	2,040	74,299	-	-	1,689	24
25	378			378				25
26	378	-	-	378	-	-	-	26
27	378	-	-	378	-	-	-	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	E-1	VII	Paducah & Illinois Railroad Company		1
2	721	E-1	VII	Terminal Railroad Association of St. Louis		2
3				TOTAL CLASS E-1		3
4	721	E-2	VII	Winchester & Western Railroad Company		4
5				TOTAL CLASS E-2		5
6	721	E-3	X	Beaver Street Tower Company		6
7	721	E-3	VII	CSX Intermodal		7
8	721	E-3	X	Total Distributions Services, Inc.		8
9				TOTAL CLASS E-3		9
10				TOTAL INVESTMENT ADVANCES		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						33
34						34
35				SUMMARY		35
36	721			Stocks		36
37				Bonds		37
38				Other secured obligations		38
39				Investment advances		39
40				GRAND TOTAL		40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)

(Dollars in Thousands)

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	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	576			576				1
2	-			-				2
3	576	-	-	576	-	-	-	3
4	36			36				4
5	36	-	-	36	-	-	-	5
6	10			10				6
7	2,101		2,101	-				7
8	43,421			43,421				8
9	45,532	-	2,101	43,431	-	-	-	9
10	46,144	-	2,101	44,043	-	-	-	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								33
34								34
35								35
36	75,467	872	2,040	74,299	-	-	1,689	36
37	378	-	-	378	-	-	-	37
38	46,144	-	2,101	44,043	-	-	-	38
39	-	-	-	-	-	-	-	39
40	121,989	872	4,141	118,720	-	-	1,689	40

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

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stock 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 (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							1
2	Helm Chesapeake	77		217			294	2
3	Norfolk and Portsmouth Belt Line Railroad Company	-		1,823			1,823	3
4	TTX Company	223,556	25,098				248,654	4
5	Winston-Salem Southbound Railway Company - Stock	6,868		(1,262)			5,606	5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	TOTAL CARRIERS	230,501	25,098	778	-	-	256,377	13
14	Noncarriers: (List specifics for each company)							14
15	CSX Fiber Networks, LLC	15,072		5,138			20,210	15
16	Richmond Center Association (Partnership)	-	1,781	(1,781)			-	16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26	TOTAL NON-CARRIERS	15,072	1,781	3,357	-	-	20,210	26
27	Grand Total	245,573	26,879	4,135	-	-	276,587	27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property" and Account No. 732, "Improvements on Leased Property" classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should, insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (g) should be the net of the amounts in columns (c) through (f). Column (h) is the aggregate of columns (b) through (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, a full explanation should be made in a footnote.
2. In column (c), show 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" in the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d), show 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. Columns (c) and (e) should include all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. All credits representing property sold, abandoned, or otherwise retired should be shown in column (f).
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 the cost, location, area, and other details which will identify the property in a footnote.
8. Report on line 29 amounts not included 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 Board 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 Board.
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 location and 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 \$5,000 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 the amount used in a footnote.

NOTES AND REMARKS

() = Credits
Dollars in thousands

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT
(Dollars in Thousands)

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	1,694,562			1
2		(3) Grading	2,272,266			2
3		(4) Other right-of-way expenditures	7,021			3
4		(5) Tunnels and subways	139,018			4
5		(6) Bridges, trestles and culverts	1,507,660			5
6		(7) Elevated structures	-			6
7		(8) Ties	3,041,272			7
8		(9) Rail and other track material	4,440,653			8
9		(11) Ballast	1,915,294			9
10		(13) Fences, snowsheds and signs	13,432			10
11		(16) Station and office buildings	552,197			11
12		(17) Roadway buildings	21,116			12
13		(18) Water stations	-			13
14		(19) Fuel stations	64,607			14
15		(20) Shops and enginehouses	296,341			15
16		(22) Storage warehouses	-			16
17		(23) Wharves and docks	1,343			17
18		(24) Coal and ore wharves	153,311			18
19		(25) TOFC/COFC terminals	104,379			19
20		(26) Communications systems	169,807			20
21		(27) Signals and interlockers	1,204,255			21
22		(29) Power plants	603			22
23		(31) Power transmission systems	38,772			23
24		(35) Miscellaneous structures	-			24
25		(37) Roadway machines	253,879			25
26		(39) Public improvements - construction	259,518			26
27		(44) Shop machinery	98,600			27
28		(45) Power plant machinery	2,223			28
29		Other lease/rentals	-			29
30		TOTAL EXPENDITURES FOR ROAD	18,252,129	-	-	30
31		(52) Locomotives	3,251,651			31
32		(53) Freight train cars	2,598,165			32
33		(54) Passenger train cars	738			33
34		(55) Highway revenue equipment	60			34
35		(56) Floating equipment	1,023			35
36		(57) Work equipment	94,984			36
37		(58) Miscellaneous equipment	220,365			37
38		(59) Computer systems & word processing equipment	2,265			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	6,169,251	-	-	39
40		(76) Interest during construction	-			40
41		(80) Other elements of investment	-			41
42		(90) Construction work in progress	117,356			42
43		GRAND TOTAL	24,538,736	-	-	43

See Notes on Page 31.

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

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		1,757	10,491	(8,734)	1,685,828	1
2		6,669	95	6,574	2,278,840	2
3		130	6	124	7,145	3
4		(1)	137	(138)	138,880	4
5		30,029	4,288	25,741	1,533,401	5
6		-	-	-	-	6
7		152,517	147,506	5,011	3,046,283	7
8		179,371	78,952	100,419	4,541,072	8
9		63,227	42,027	21,200	1,936,494	9
10		209	1	208	13,640	10
11		24,185	3,448	20,737	572,934	11
12		2	20	(18)	21,098	12
13		-	-	-	-	13
14		1,677	87	1,590	66,197	14
15		922	3,016	(2,094)	294,247	15
16		-	-	-	-	16
17		-	-	-	1,343	17
18		1,965	182	1,783	155,094	18
19		-	7	(7)	104,372	19
20		16,207	21	16,186	185,993	20
21		62,888	6,240	56,648	1,260,903	21
22		-	-	-	603	22
23		1,276	67	1,209	39,981	23
24		-	-	-	-	24
25		13,799	7,427	6,372	260,251	25
26		23,737	525	23,212	282,730	26
27		3,180	-	3,180	101,780	27
28		-	-	-	2,223	28
29		-	-	-	-	29
30		583,746	304,543	279,203	18,531,332	30
31		220,198	28,896	191,302	3,442,953	31
32		60,264	87,393	(27,129)	2,571,036	32
33		-	-	-	738	33
34		-	-	-	60	34
35		-	-	-	1,023	35
36		338	630	(292)	94,692	36
37		11,746	5,436	6,310	226,675	37
38		1,007	10,186	(9,179)	(6,914)	38
39		293,553	132,541	161,012	6,330,263	39
40		-	-	-	-	40
41		-	-	-	-	41
42		229,857	-	229,857	347,213	42
43		1,107,156	437,084	670,072	25,208,808	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 depreciation charges for the month of January, and in columns (c) and (f) the depreciation charges for the month of December. In columns (d) and (g), show the composite rates used in computing depreciation charges for 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 that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents 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 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. Composite rates used should be those prescribed or authorized by the Board, 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 particulars in a footnote.
2. All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefor is included in account nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
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 % (d)	Depreciation Base		Annual composite rate % (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	2,272,266	2,278,840	1.25	4,983	4,983	1.25	1
2	(4) Other right-of-way expenditures	7,021	7,145	1.54	1	1	1.54	2
3	(5) Tunnels and subways	139,018	138,880	1.43	-	-	-	3
4	(6) Bridges, trestles and culverts	1,507,660	1,533,401	1.43	1,878	1,878	1.43	4
5	(7) Elevated structures	-	-	-	-	-	-	5
6	(8) Ties	3,041,272	3,046,283	3.43	1,170	1,170	3.43	6
7	(9) Rail and other track material	4,440,652	4,541,072	2.68	2,702	2,702	2.68	7
8	(11) Ballast	1,915,294	1,936,494	2.50	1,968	1,968	2.50	8
9	(13) Fences, snowsheds and signs	13,432	13,640	2.00	23	23	2.00	9
10	(16) Station and office buildings	552,197	572,934	2.50	548	548	2.50	10
11	(17) Roadway buildings	21,116	21,098	2.78	3	3	2.78	11
12	(18) Water stations	-	-	-	-	-	-	12
13	(19) Fuel stations	64,607	66,197	3.45	-	-	-	13
14	(20) Shops and enginehouses	296,341	294,247	2.94	3	3	2.94	14
15	(22) Storage warehouses	-	-	-	-	-	-	15
16	(23) Wharves and docks	1,343	1,343	2.22	-	-	-	16
17	(24) Coal and ore wharves	153,311	155,094	1.82	-	-	-	17
18	(25) TOFC/COFC terminals	104,379	104,372	3.13	-	-	-	18
19	(26) Communications systems	169,807	185,993	10.00	-	-	-	19
20	(27) Signals and interlockers	1,204,255	1,260,903	3.33	240	240	3.33	20
21	(29) Power plants	603	603	3.33	-	-	-	21
22	(31) Power transmission systems	38,772	39,981	1.82	-	-	-	22
23	(35) Miscellaneous structures	-	-	-	-	-	-	23
24	(37) Roadway machines	253,879	260,251	5.88	11	11	5.88	24
25	(39) Public improvements - construction	259,518	282,730	1.92	-	-	-	25
26	(44) Shop machinery	98,600	101,780	4.55	-	-	-	26
27	(45) Power plant machinery	2,223	2,223	3.13	-	-	-	27
28	All other road accounts	-	6,019	-	-	-	-	28
29	Amortization (other than def. projects)	-	-	-	-	-	-	29
30	TOTAL ROAD	16,557,566	16,851,523		13,530	13,530		30
	EQUIPMENT							
31	(52) Locomotives	3,251,651	3,442,953	3.59	-	-	-	31
32	(53) Freight train cars	2,598,166	2,571,036	3.76	-	-	-	32
33	(54) Passenger train cars	738	738	-	-	-	-	33
34	(55) Highway revenue equipment	60	60	-	-	-	-	34
35	(56) Floating equipment	1,023	1,023	2.13	-	-	-	35
36	(57) Work equipment	94,984	94,692	2.83	-	-	-	36
37	(58) Miscellaneous equipment	220,365	226,675	10.81	-	-	-	37
38	(59) Computer systems & WP equipment	2,265	(6,914)	5.00	-	-	-	38
39	TOTAL EQUIPMENT	6,169,252	6,330,263		-	-	-	39
40	GRAND TOTAL	22,726,818	23,181,786	NA	13,530	13,530	NA	40

See Notes on Page 31.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property" during the year relating to owned and used road 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" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	207,980	26,392		112		234,260	1
2		(4) Other right-of-way expenditures	1,763	139		6		1,896	2
3		(5) Tunnels and subways	22,490	1,705		137		24,058	3
4		(6) Bridges, trestles and culverts	85,518	31,036		4,287		112,267	4
5		(7) Elevated structures	4	-		-		-	5
6		(8) Ties	737,420	146,810	(889)	146,395		736,946	6
7		(9) Rail and other track material	595,996	147,496	5,520	78,296	8,345	662,371	7
8		(11) Ballast	526,504	56,173		41,774		540,903	8
9		(13) Fences, snowsheds and signs	6,546	275		1		6,820	9
10		(16) Station and office buildings	133,672	21,082		3,448		151,306	10
11		(17) Roadway buildings	10,189	243		20		10,412	11
12		(18) Water stations	-	-		-		-	12
13		(19) Fuel stations	13,293	2,445		87		15,651	13
14		(20) Shops and enginehouses	136,874	9,142		3,016		143,000	14
15		(22) Storage warehouses	-	-		-		-	15
16		(23) Wharves and docks	(1,676)	(391)		-		(2,067)	16
17		(24) Coal and ore wharves	106,546	4,461		182		110,825	17
18		(25) TOFC/COFC terminals	40,247	5,269		7		45,509	18
19		(26) Communications systems	104,510	24,669		21		129,158	19
20		(27) Signals and interlockers	121,039	45,929		6,240		160,728	20
21		(29) Power plants	(71)	(907)		-		(978)	21
22		(31) Power transmission systems	11,481	943		67		12,357	22
23		(35) Miscellaneous structures	-	-		-		-	23
24		(37) Roadway machines	27,143	38,947		7,427		58,663	24
25		(39) Public improvements - const.	4,861	5,904		525		10,240	25
26		(44) Shop machinery	25,073	5,394		-		30,467	26
27		(45) Power plant machinery	2,289	352		-		2,641	27
28		All other road accounts	33,119	9,882		(558)		43,559	28
29		Amortization (adjustments)	11,968	14,793		-		26,761	29
30		TOTAL ROAD	2,964,778	598,183	4,631	291,490	8,345	3,267,757	30
EQUIPMENT									
31	*	(52) Locomotives	1,213,591	118,098	8	28,873		1,302,824	31
32	*	(53) Freight train cars	1,067,295	114,162	7,167	87,721		1,100,903	32
33	*	(54) Passenger train cars	-	-		-		-	33
34	*	(55) Highway revenue equipment	(5,801)	-		-		(5,801)	34
35	*	(56) Floating equipment	128	22		-		150	35
36	*	(57) Work equipment	10,566	4,038		630		13,974	36
37	*	(58) Miscellaneous equipment	131,986	24,000		5,436		150,550	37
38		(59) Computer systems & WP equip.	11,812	3,148		10,186		4,774	38
39	*	Amortization (adjustments)	(22,105)	(23,054)		-		(45,159)	39
40		TOTAL EQUIPMENT	2,407,472	240,414	7,175	132,846	-	2,522,215	40
41		GRAND TOTAL	5,372,250	838,597	11,806	424,336	8,345	5,789,972	41

A debit balance in columns (b) or (g) is indicated by ().

Entries in columns (d) and (f) represent salvage and tie cost of removal activity.

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 accounts arising from retirements. In column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses, and payment to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications systems							19
20		(27) Signals and 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 - const.							25
26		(44) Shop machinery *							26
27		(45) Power plant machinery							27
28		All other road accounts							28
29		Amortization (adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight train cars							32
33		(54) Passenger train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems & WP equipment							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

Included in Schedule 335

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 to compute depreciation charges for December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or authorized by the Board, 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 particulars in a footnote.
2. All improvements to leased property 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 discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base		Annual composite rate (percent) (d)	Line No.
		Beginning of year (b)	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, snowsheds and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications systems				19
20	(27) Signals and 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 - const.				25
26	(44) Shop machinery *				26
27	(45) Power plant machinery				27
28	All other road accounts				28
29	Amortization (adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight train cars				32
33	(54) Passenger train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems & WP equip.				38
39	Amortization (adjustments)				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL				41

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

Included in Schedule 332

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 39. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
3. Any inconsistency between credits to the reserve as shown in column (c) and charges to operating expenses should be fully explained on page 39.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39 Grand Total, should be completed.

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

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

Included in Schedule 335

NOTES AND REMARKS FOR SCHEDULE 342

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

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not included 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 Board's Office of Economic and Environmental Analysis, 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 depreciation for December, and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used to compute 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 discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base		Annual composite rate (percent) (d)	Line No.
		Beginning of year (b)	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, snowsheds and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications systems				19
20	(27) Signals and 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 - const.				25
26	(44) Shop machinery *				26
27	(45) Power plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight train cars				31
32	(54) Passenger train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment				36
37	(59) Computer systems & WP equip.				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL				39

Included in Schedule 332

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

1. This schedule is to be used in cases where the 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. 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 included in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).
3. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

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

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

Included in Schedule 335

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

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

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

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

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

5. In column (d), show the amount applicable to Accounts 731 and 732 on the books of companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6% or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

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

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	CSX Transportation, Inc. - Consolidated	16,681	25,208,808	5,789,972	1
2						2
3	P	Augusta and Summerville Railroad Company	-	380	200	3
4	P	High Point, Thomasville & Denton Railroad	34	9,895	6,659	4
5	P	Winston-Salem Southbound Railway	-	28,952	19,403	5
6		Total Inactive or Proprietary Companies	34	39,227	26,262	6
7						7
8	O	Chicago, Rock Island & Pacific Railroad	86	-	-	8
9	O	Central Railroad Company of South Carolina	40	468	-	9
10	O	Dayton and Michigan Railroad	139	899	-	10
11	O	Norfolk Southern Railway Company	6	-	-	11
12	O	Strouds Creek and Muddyty Railroad	20	256	7	12
13	O	Southern Railway	9	262	-	13
14	O	Virginia Electric and Power Company (Mt. Storm Railroad)	15	3,158	-	14
15	O	Washington and Franklin Railway Company	32	520	27	15
16	O	Western & Atlantic Railroad	137	7,915	1,368	16
17	O	U.S. Steel Corporation	2	159	-	17
18		Total Other Leased Properties	486	13,637	1,402	18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	17,201	25,261,672	5,817,636	31

352B. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Property Account)
(Dollars in Thousands)

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

2. The amounts for respondent and for each group or class of companies and properties on line 44 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where the cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property on noncarriers or property of other carriers.

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	1,685,828	434	-	107	1
2		(3) Grading	2,278,840	2,110	-	4,983	2
3		(4) Other right-of-way expenditures	7,145	1	-	1	3
4		(5) Tunnels and subways	138,880	-	-	-	4
5		(6) Bridges, trestles and culverts	1,533,401	1,117	-	1,878	5
6		(7) Elevated structures	-	-	-	-	6
7		(8) Ties	3,046,283	12,857	-	1,170	7
8		(9) Rail and other track material	4,541,072	13,696	-	2,702	8
9		(11) Ballast	1,936,494	6,794	-	1,968	9
10		(13) Fences, snowsheds and signs	13,640	9	-	23	10
11		(16) Station and office buildings	572,934	375	-	548	11
12		(17) Roadway buildings	21,098	4	-	3	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	66,197	-	-	-	14
15		(20) Shops and enginehouses	294,247	37	-	3	15
16		(22) Storage warehouses	-	-	-	-	16
17		(23) Wharves and docks	1,343	-	-	-	17
18		(24) Coal and ore wharves	155,094	-	-	-	18
19		(25) TOFC/COFC terminals	104,372	2	-	-	19
20		(26) Communication systems	185,993	3	-	-	20
21		(27) Signals and interlockers	1,260,903	762	-	240	21
22		(29) Power plants	603	-	-	-	22
23		(31) Power transmission systems	39,981	-	-	-	23
24		(35) Miscellaneous structures	-	-	-	-	24
25		(37) Roadway machines	260,251	393	-	11	25
26		(39) Public improvements - construction	282,730	347	-	-	26
27		(44) Shop machinery	101,780	-	-	-	27
28		(45) Power plant machinery	2,223	-	-	-	28
29		Leased property (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	-	-	-	-	30
31		TOTAL ROAD	18,531,332	38,941	-	13,637	31
32		(52) Locomotives	3,442,953	-	-	-	32
33		(53) Freight train cars	2,571,036	-	-	-	33
34		(54) Passenger train cars	738	-	-	-	34
35		(55) Highway revenue equipment	60	-	-	-	35
36		(56) Floating equipment	1,023	-	-	-	36
37		(57) Work equipment	94,692	-	-	-	37
38		(58) Miscellaneous equipment	226,675	286	-	-	38
39		(59) Computer systems & WP equipment	(6,914)	-	-	-	39
40		TOTAL EQUIPMENT	6,330,263	286	-	-	40
41		(76) Interest during construction	-	-	-	-	41
42		(80) Other elements of investment	-	-	-	-	42
43		(90) Construction work in progress	347,213	-	-	-	43
44		GRAND TOTAL	25,208,808	39,227	-	13,637	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410

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

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

Schedule 412

Lines 136 through 138, column (f)

= Line 29 column (b)

Lines 118 through 123 and 130 through 135, column (f)

= Line 29, column (c)

Schedule 414

Line 231, column (f)
Line 230, column (f)

= Line 19, columns (b) through (d)
= Line 19, columns (e) through (g)

Schedule 415

Lines 207, 208, 211, 212, column (f)
Lines 226, 227, column (f)
Lines 311, 312, 315, 316, column (f)

= Lines 5, 38, column (f)
= Lines 24, 39, column (f)
= Lines 32, 35, 36, 37, 40, 41, column (f)

And

Schedule 414

Minus line 24, columns (b) through (d) plus line 24, columns (e) through (g)

Schedule 415

Line 213, column (f)
Line 232, column (f)
Line 317, column (f)

= Lines 5, 38, columns (c) and (d)
= Lines 24, 39, columns (c) and (d)
= 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 through 307 and 320, column (f), equal to or greater than, but variance cannot exceed line 320, column (f)

Lines 32, 35, 36, 37, 40, 41, column (b)

Schedule 417

Line 507, column (f)
Line 508, column (f)
Line 509, column (f)
Line 510, column (f)
Line 511, column (f)
Line 512, column (f)
Line 513, column (f)
Line 514, column (f)
Line 515, column (f)
Line 516, column (f)
Line 517, column (f)

= Line 1, column (j)
= Line 2, column (j)
= Line 3, column (j)
= Line 4, column (j)
= Line 5, column (j)
= Line 6, column (j)
= Line 7, column (j)
= Line 8, column (j)
= Line 9, column (j)
= Line 10, column (j)
= Line 11, column (j)

Schedule 450

Line 4, column (b)

Schedule 210

= Line 47, column (b)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAY & STRUCTURES								
		ADMINISTRATION								
1		Track	4,454	4,365	4,453	5,322	18,594	N/A	18,594	1
2		Bridge & building	2,431	726	1,860	682	5,699	N/A	5,699	2
3		Signal	8,471	366	9,170	1,831	19,838	N/A	19,838	3
4		Communication	-	57	3,090	526	3,673	N/A	3,673	4
5		Other	16,447	(417)	2,244	6,666	24,940	N/A	24,940	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	31,140	8,342	11,143	-	50,625	N/A	50,625	6
7		Roadway - switching	5,216	194	607	33	6,050	N/A	6,050	7
8		Tunnels & subways - running	19	-	-	-	19	N/A	19	8
9		Tunnels & subways - switching	-	2,416	-	-	2,416	N/A	2,416	9
10		Bridges & culverts - running	12,337	1,555	909	3,140	17,941	N/A	17,941	10
11		Bridges & culverts - switching	269	-	-	-	269	N/A	269	11
12		Ties - running	1,140	2,205	6	80	3,431	N/A	3,431	12
13		Ties - switching	2,597	661	-	-	3,258	N/A	3,258	13
14		Rail & other track material - running	51,954	27,855	11,728	7,923	99,460	N/A	99,460	14
15		Rail & other track material - switching	7,544	1,320	1	111	8,976	N/A	8,976	15
16		Ballast - running	20,179	965	-	-	21,144	N/A	21,144	16
17		Ballast - switching	397	50	-	-	447	N/A	447	17
18		Road property damaged - running	3,881	64	25	-	3,970	N/A	3,970	18
19		Road property damaged - switching	465	-	-	-	465	N/A	465	19
20		Road property damaged - other	-	-	-	-	-	N/A	-	20
21		Signals & interlockers - running	37,710	13,968	4,839	2,418	58,935	N/A	58,935	21
22		Signals & interlockers - switching	12,448	993	2,199	-	15,640	N/A	15,640	22
23		Communications systems	23,379	5,640	3,512	600	33,131	N/A	33,131	23
24		Power systems	927	-	-	-	927	N/A	927	24
25		Highway grade crossings - running	12,224	602	952	-	13,778	N/A	13,778	25
26		Highway grade crossings - switching	61	55	365	-	481	N/A	481	26
27		Station & office buildings	5,429	1,190	5,034	775	12,428	N/A	12,428	27
28		Shop buildings - locomotives	3,206	2,311	2,748	107	8,372	N/A	8,372	28
29		Shop buildings - freight cars	547	436	2,239	9	3,231	N/A	3,231	29
30		Shop buildings - other equipment	1,754	2,658	3,244	-	7,656	N/A	7,656	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	2,539	83	-	-	2,622	N/A	2,622	101
102		Miscellaneous buildings & structures	1,107	17	78	16	1,218	N/A	1,218	102
103		Coal terminals	36	-	168	-	204	N/A	204	103
104		Ore terminals	-	-	142	-	142	N/A	142	104
105		Other marine terminals	-	(8)	1,038	-	1,030	N/A	1,030	105
106		TOFC/COFC terminals	5	714	-	-	719	N/A	719	106
107		Motor vehicle loading & distribution facilities	-	-	-	-	-	N/A	-	107
108		Facilities for other specialized service operations	12	18	-	-	30	N/A	30	108
109		Roadway machines	2,904	1	938	1,759	5,602	N/A	5,602	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	2,665	-	503	-	3,168	N/A	3,168	111
112		Fringe benefits - running	N/A	N/A	N/A	83,897	83,897	N/A	83,897	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	39,829	39,829	N/A	39,829	114
115		Casualties & insurance - running	N/A	N/A	N/A	25,048	25,048	N/A	25,048	115
116		Casualties & insurance - switching	N/A	N/A	N/A	2,408	2,408	N/A	2,408	116
117		Casualties & insurance - other	N/A	N/A	N/A	1,204	1,204	N/A	1,204	117
118	*	Lease rentals - debit - running	N/A	N/A	30,418	N/A	30,418	N/A	30,418	118
119	*	Lease rentals - debit - switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit - other	N/A	N/A	26,537	N/A	26,537	N/A	26,537	120
121	*	Lease rentals - (credit) - running	N/A	N/A	(16,500)	N/A	(16,500)	N/A	(16,500)	121
122	*	Lease rentals - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	122
123		Lease rentals - (credit) - other	N/A	N/A	(20,840)	N/A	(20,840)	N/A	(20,840)	123
124		Joint facility rent - debit - running	N/A	N/A	-	N/A	-	N/A	-	124
125		Joint facility rent - debit - switching	N/A	N/A	15,290	N/A	15,290	N/A	15,290	125
126		Joint facility rent - debit - other	N/A	N/A	-	N/A	-	N/A	-	126
127		Joint facility rent - (credit) - running	N/A	N/A	(1)	N/A	(1)	N/A	(1)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	128
129		Joint facility rent - (credit) - other	N/A	N/A	(13)	N/A	(13)	N/A	(13)	129
130	*	Other rents - debit - running	N/A	N/A	3	N/A	3	N/A	3	130
131	*	Other rents - debit - switching	N/A	N/A	-	N/A	-	N/A	-	131
132	*	Other rents - debit - other	N/A	N/A	3	N/A	3	N/A	3	132
133	*	Other rents - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	133

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
REPAIRS AND MAINTENANCE - Continued										
134	*	Other rents - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	134
135	*	Other rents - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	135
136	*	Depreciation - running	N/A	N/A	N/A	324,499	324,499	N/A	324,499	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	214,241	214,241	N/A	214,241	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	9,210	N/A	9,210	N/A	9,210	140
141		Joint facility - debit - other	N/A	N/A	-	N/A	-	N/A	-	141
142		Joint facility - (credit) - running	N/A	N/A	(3)	N/A	(3)	N/A	(3)	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	(212)	N/A	(212)	N/A	(212)	144
145		Dismantling retired road property - running	372	-	-	-	372	N/A	372	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	-	-	-	N/A	-	147
148		Other - running	1,560	2,136	1,439	-	5,135	N/A	5,135	148
149		Other - switching	12,452	247	1,473	1,744	15,916	N/A	15,916	149
150		Other - other	211	634	1,566	732	3,143	N/A	3,143	150
151		TOTAL WAY AND STRUCTURES	290,489	82,419	121,605	725,600	1,220,113	N/A	1,220,113	151
EQUIPMENT LOCOMOTIVES										
201		Administration	14,586	639	5,723	1,246	22,194	N/A	22,194	201
202	*	Repair & maintenance	46,244	86,174	152,540	929	285,887	N/A	285,887	202
203	*	Machinery repair	1,282	584	92	-	1,958	N/A	1,958	203
204		Equipment damaged	82	-	318	-	400	N/A	400	204
205		Fringe benefits	N/A	N/A	N/A	42,103	42,103	N/A	42,103	205
206		Other casualties & insurance	N/A	N/A	N/A	12,237	12,237	N/A	12,237	206
207	*	Lease rentals - debit	N/A	N/A	64,141	N/A	64,141	N/A	64,141	207
208	*	Lease rentals - (credit)	N/A	N/A	(47)	N/A	(47)	N/A	(47)	208
209		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	209
210		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	210
211	*	Other rents - debit	N/A	N/A	4	N/A	4	N/A	4	211
212	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	212
213	*	Depreciation	N/A	N/A	N/A	103,457	103,457	N/A	103,457	213
214		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	214
215		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	215
216	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	216

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - Continued								
		Dismantling retired property	-	-	-	-	-	N/A	-	217
218		Other	-	221	2,012	36	2,269	N/A	2,269	218
219		TOTAL LOCOMOTIVES	62,194	87,618	224,783	160,008	534,603	N/A	534,603	219
220		FREIGHT CARS								
		Administration	8,142	4,866	3,172	20,786	36,966	N/A	36,966	220
221	*	Repair & maintenance	65,913	81,330	27,813	5,593	180,649	N/A	180,649	221
222	*	Machinery repair	212	260	936	-	1,408	N/A	1,408	222
223		Equipment damaged	-	-	16,061	-	16,061	N/A	16,061	223
224		Fringe benefits	N/A	N/A	N/A	31,684	31,684	N/A	31,684	224
225		Other casualties & insurance	N/A	N/A	N/A	19,392	19,392	N/A	19,392	225
226	*	Lease rentals - debit	N/A	N/A	58,322	N/A	58,322	N/A	58,322	226
227	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	227
228		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	228
229		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	229
230	*	Other rents - debit	N/A	N/A	453,735	N/A	453,735	N/A	453,735	230
231	*	Other rents - (credit)	N/A	N/A	(169,493)	N/A	(169,493)	N/A	(169,493)	231
232	*	Depreciation	N/A	N/A	N/A	113,169	113,169	N/A	113,169	232
233		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	233
234		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	234
235	*	Repairs billed to others - (credit)	N/A	N/A	(89,258)	N/A	(89,258)	N/A	(89,258)	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	166	2,199	71	2,436	N/A	2,436	237
238		TOTAL FREIGHT CARS	74,267	86,622	303,487	190,695	655,071	N/A	655,071	238
301		OTHER EQUIPMENT								
		Administration	-	55	365	-	420	N/A	420	301
302	*	Repair & maintenance:								
		Trucks, trailers, & containers - revenue service	-	-	917	-	917	N/A	917	302
303	*	Floating equipment - revenue service	-	-	-	-	-	N/A	-	303
304	*	Passenger & other revenue equipment	-	-	-	-	-	N/A	-	304
305	*	Computers and data processing equipment	-	100	-	-	100	N/A	100	305
306	*	Machinery	57	1,278	405	-	1,740	N/A	1,740	306
307	*	Work & other non-revenue equipment	146	35	29,401	14	29,596	N/A	29,596	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	94	94	N/A	94	309
310		Other casualties & insurance	N/A	N/A	N/A	1,204	1,204	N/A	1,204	310
311	*	Lease rentals - debit	N/A	N/A	6,639	N/A	6,639	N/A	6,639	311
312	*	Lease rentals - (credit)	N/A	N/A	(25,191)	N/A	(25,191)	N/A	(25,191)	312

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
313		OTHER EQUIPMENT - Continued								
		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	313
314		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	314
315	*	Other rents - debit	N/A	N/A	6,322	N/A	6,322	N/A	6,322	315
316	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317	*	Depreciation	N/A	N/A	N/A	16,176	16,176	N/A	16,176	317
318		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	318
319		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	319
320	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	320
321		Dismantling retired property	-	-	-	-	-	N/A	-	321
322		Other	-	166	1,095	-	1,261	N/A	1,261	322
323		TOTAL OTHER EQUIPMENT	203	1,634	19,953	17,488	39,278	N/A	39,278	323
324		TOTAL EQUIPMENT	136,664	175,874	548,223	368,191	1,228,952	N/A	1,228,952	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	64,916	877	19,953	19,787	105,533	N/A	105,533	401
402		Engine crews	213,309	1	555	68	213,933	N/A	213,933	402
403		Train crews	365,512	631	877	40,688	407,708	N/A	407,708	403
404		Dispatching trains	60,097	97	4,979	3,528	68,701	N/A	68,701	404
405		Operating signals & interlockers	1,886	336	2,192	32	4,446	N/A	4,446	405
406		Operating drawbridges	2,460	1	5	54	2,520	N/A	2,520	406
407		Highway crossing protection	23	111	1,834	71	2,039	N/A	2,039	407
408		Train inspection & lubrication	57,689	5,738	1,361	566	65,354	N/A	65,354	408
409		Locomotive fuel	-	706,076	-	-	706,076	N/A	706,076	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	38,336	2,781	1,502	1,153	43,772	N/A	43,772	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	476	-	7,345	-	7,821	N/A	7,821	413
414		Fringe benefits	N/A	N/A	N/A	340,084	340,084	N/A	340,084	414
415		Other casualties & insurance	N/A	N/A	N/A	35,192	35,192	N/A	35,192	415
416		Joint facility - debit	N/A	N/A	81,084	N/A	81,084	N/A	81,084	416
417		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	417
418		Other	6,850	612	14,868	1,900	24,230	N/A	24,230	418
419		TOTAL TRAIN OPERATIONS	811,554	717,261	136,555	443,123	2,108,493	N/A	2,108,493	419
		YARD OPERATIONS								
420		Administration	9,472	1,312	2,036	7,788	20,608	N/A	20,608	420
421		Switch crews	195,055	852	859	31,908	228,674	N/A	228,674	421

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
YARD OPERATIONS - Continued										
422		Controlling operations	36,282	80	1,716	5,708	43,786	N/A	43,786	422
423		Yard and terminal clerical	22,417	33	577	2,315	25,342	N/A	25,342	423
424		Operating switches, signals, retarders, & humps	3,133	288	2,654	506	6,581	N/A	6,581	424
425		Locomotive fuel	-	77,159	-	-	77,159	N/A	77,159	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	12,229	39	8	1,447	13,723	N/A	13,723	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	437	-	13,001	-	13,438	N/A	13,438	429
430		Fringe benefits	N/A	N/A	N/A	120,490	120,490	N/A	120,490	430
431		Other casualties & insurance	N/A	N/A	N/A	31,769	31,769	N/A	31,769	431
432		Joint facility - debit	N/A	N/A	40,679	N/A	40,679	N/A	40,679	432
433		Joint facility - (credit)	N/A	N/A	(60,148)	N/A	(60,148)	N/A	(60,148)	433
434		Other	3,812	370	7,853	1,069	13,104	N/A	13,104	434
435		TOTAL YARD OPERATIONS	282,837	80,133	9,235	203,000	575,205	N/A	575,205	435
TRAIN AND YARD OPERATIONS COMMON:										
501		Cleaning car interiors	1	-	3,845	N/A	3,846	N/A	3,846	501
502		Adjusting & transferring loads	3	(3)	5,325	N/A	5,325	N/A	5,325	502
503		Car loading devices & grain docks	-	574	-	N/A	574	N/A	574	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	24,840	24,840	N/A	24,840	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	4	571	9,170	24,840	34,585	N/A	34,585	506
SPECIALIZED SERVICE OPERATIONS										
507	*	Administration	-	-	-	-	-	N/A	-	507
508	*	Pickup & delivery and marine line haul	-	-	126	-	126	N/A	126	508
509	*	Loading & unloading and local marine	11,764	2,485	134,925	193	149,367	N/A	149,367	509
510	*	Protective services	-	-	-	-	-	N/A	-	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	511
512	*	Fringe benefits	N/A	N/A	N/A	4,368	4,368	N/A	4,368	512
513	*	Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	7,595	N/A	7,595	N/A	7,595	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	-	-	-	-	-	N/A	-	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	11,764	2,485	142,646	4,561	161,456	N/A	161,456	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS:								
518		Administration	63,428	1,011	5,180	4,750	74,369	N/A	74,369	518
519		Employees performing clerical & accounting functions	37,682	111	1,579	1,729	41,101	N/A	41,101	519
520		Communication systems operations	538	-	-	-	538	N/A	538	520
521		Loss & damage claims processing	-	-	1,792	-	1,792	N/A	1,792	521
522		Fringe benefits	N/A	N/A	N/A	26,509	26,509	N/A	26,509	522
523		Casualties & insurance	N/A	N/A	N/A	3,234	3,234	N/A	3,234	523
524		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	524
525		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	525
526		Other	-	166	3,569	10,070	13,805	N/A	13,805	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	101,648	1,288	12,120	46,292	161,348	N/A	161,348	527
528		TOTAL TRANSPORTATION	1,207,807	801,738	309,726	721,816	3,041,087	N/A	3,041,087	528
601		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	15,105	2,751	78,961	5,544	102,361	N/A	102,361	601
602		Accounting, auditing, & finance	13,858	2,448	78,834	3,364	98,504	N/A	98,504	602
603		Management services & data processing	1,009	2,678	176,286	663	180,636	N/A	180,636	603
604		Marketing	13,573	-	796	27,757	42,126	N/A	42,126	604
605		Sales	14,462	1	141	2,261	16,865	N/A	16,865	605
606		Industrial development	1,776	-	62	952	2,790	N/A	2,790	606
607		Personnel & labor relations	19,025	30	34,074	2,893	56,022	N/A	56,022	607
608		Legal & secretarial	10,046	542	163,857	5,906	180,351	N/A	180,351	608
609		Public relations & advertising	1,719	-	41,183	634	43,536	N/A	43,536	609
610		Research & development	1,520	-	9	307	1,836	N/A	1,836	610
611		Fringe benefits	N/A	N/A	N/A	150,051	150,051	N/A	150,051	611
612		Casualties & insurance	N/A	N/A	N/A	10,907	10,907	N/A	10,907	612
613		Write-down of uncollectible accounts	N/A	N/A	N/A	41,735	41,735	N/A	41,735	613
614		Property taxes	N/A	N/A	N/A	96,021	96,021	N/A	96,021	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	31,150	31,150	N/A	31,150	615
616		Joint facility - debit	N/A	N/A	18,578	N/A	18,578	N/A	18,578	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	23,208	13,125	(21,561)	37,359	52,131	N/A	52,131	618
619		TOTAL GENERAL AND ADMINISTRATIVE	115,301	21,575	571,220	417,504	1,125,600	N/A	1,125,600	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,750,261	1,081,606	1,550,774	2,233,111	6,615,752	N/A	6,615,752	620

412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in Schedule 410, column (f), lines 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of way and structures. The total lease/rentals reported in column (c), line 29, should balance the net amount reported in Schedule 410, column (f), lines 118 through 123, plus lines 130 through 135. If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report to obtain the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item. The net adjustment on line 29 shall equal the adjustment reported on line 29 of Schedule 335.
5. Report on line 28 all other lease rentals not apportioned in any category listed on lines 1 through 27.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease/rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	-	-	1
2		3	Grading	26,392	-	844	2
3		4	Other right-of-way expenditures	139	-	(15)	3
4		5	Tunnels and subways	1,705	-	99	4
5		6	Bridges, trestles and culverts	31,036	-	876	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	173,083	-	(1,527)	7
8		9	Rail and other track material	107,197	-	11,761	8
9		11	Ballast	40,825	-	(4,439)	9
10		13	Fences, snowsheds and signs	275	-	(95)	10
11		16	Station and office buildings	21,082	-	(696)	11
12		17	Roadway buildings	243	-	(101)	12
13		18	Water stations	-	-	-	13
14		19	Fuel stations	2,445	-	40	14
15		20	Shops and enginehouses	9,142	-	(879)	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	(391)	-	46	17
18		24	Coal and ore wharves	4,461	-	(1,489)	18
19		25	TOFC/COFC terminals	5,269	-	500	19
20		26	Communications systems	24,669	-	(3,563)	20
21		27	Signals and interlockers	45,929	-	2,313	21
22		29	Power plants	(907)	-	19	22
23		31	Power transmission systems	943	-	(18)	23
24		35	Miscellaneous structures	-	-	-	24
25		37	Roadway machines	38,947	-	10,413	25
26		39	Public improvements; construction	5,904	-	460	26
27		45	Power plant machines	352	-	(117)	27
28			Other lease/rentals	N/A	19,621	N/A	28
29			TOTAL	538,740	19,621	14,432	29

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

1. Report freight expenses only.
 2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment. (Reporting for leased equipment covers equipment with the carrier's own railroad markings).
 3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedules 410, 414, and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
 4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
 5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Parte no. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
- NOTE: Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis			GROSS AMOUNTS PAYABLE Per Diem Basis			Line No.
			Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box - Plain 40 Foot	-	-	-	-	-	-	1
2		Box - Plain 50 Foot and Longer	-	6	11	15,765	1,338	4,880	2
3		Box - Equipped	-	22,389	50,770	8,999	27,402	96,356	3
4		Gondola - Plain	-	1,062	2,070	801	1,316	2,658	4
5		Gondola - Equipped	-	10,498	32,615	(67)	4,334	13,446	5
6		Hopper - Covered	-	7,236	21,272	14,573	8,824	29,025	6
7		Hopper - Open Top - General Service	-	799	2,177	1	3,468	5,483	7
8		Hopper - Open Top - Special Service	-	602	3,624	4	639	2,042	8
9		Refrigerator - Mechanical	-	3	3	285	5,144	7,987	9
10		Refrigerator - Nonmechanical	-	909	1,262	(47)	3,348	10,535	10
11		Flat - TOFC/COFC	-	-	-	-	-	-	11
12		Flat - Multi-Level	(70,960)	857	3,320	48,161	5,152	14,258	12
13		Flat - General Service	-	-	-	16,486	368	939	13
14		Flat - Other	-	318	1,488	18,552	7,061	22,713	14
15		Tank - Under 22,000 Gallons	-	-	-	11,161	-	-	15
16		Tank - 22,000 Gallons and Over	-	-	-	10,063	-	-	16
17		All Other Freight Cars	-	9	203	18	40	221	17
18		Auto Racks	-	-	76,950	-	-	30,003	18
19		TOTAL FREIGHT TRAIN CARS	(70,960)	44,688	195,765	144,755	68,434	240,546	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers	-	-	-	-	-	-	20
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	-	-	-	-	24
25		GRAND TOTAL (Lines 19 and 24)	(70,960)	44,688	195,765	144,755	68,434	240,546	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to 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, and 216 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204.
- (b) Freight cars, line 24 plus line 39, compared to the sum of Schedule 410, lines 221, 222, and 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
- (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, the sum of lines 302 through 307, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, equipment damaged from Schedule 410, line 308.

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

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

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

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

- (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
- (b) Freight cars, lines 24 and 39, compared to Schedule 410, line 232.
- (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item. The net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.

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

- (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
- (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).
- (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415 the trailer and container rentals reported in Schedule 414.

7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefor are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	28,588	337	-	(121)	1
2		Diesel Locomotive - Road	257,299	41,769	57,680	(12,374)	2
3		Other Locomotive - Yard	-	-	-	-	3
4		Other Locomotive - Road	-	867	-	(305)	4
5	*	TOTAL LOCOMOTIVES	285,887	42,973	57,680	(12,800)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	-	355	-	(11)	6
7		Box - Plain 50 foot and Longer	10	4,386	80	(139)	7
8		Box - Equipped	19,766	11,716	453	(330)	8
9		Gondola - Plain	2,567	4,132	-	(116)	9
10		Gondola - Equipped	15,801	9,973	-	(290)	10
11		Hopper - Covered	18,263	17,030	-	(531)	11
12		Hopper - Open Top - General Service	8,071	29,455	96	(774)	12
13		Hopper - Open Top - Special Service	3,604	10,463	-	(230)	13
14		Refrigerator - Mechanical	-	-	-	-	14
15		Refrigerator - Nonmechanical	1,125	-	-	-	15
16		Flat - TOFC/COFC	-	-	-	-	16
17		Flat - Multi-level	-	4	-	-	17
18		Flat - General Service	-	38	-	(2)	18
19		Flat - Other	287	658	-	(25)	19
20		All Other Freight Cars	6,034	1,698	-	(60)	20
21		Cabooses	-	694	-	(19)	21
22		Auto Racks	15,863	19,609	172	(392)	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	91,391	110,211	801	(2,919)	24
		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	-	-	-	-	25
26		Other Trailers	-	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	-	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	-	-	-	-	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	-	-	-	-	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	-	22	-	-	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	-	22	-	-	35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)	-	-	-	-	36
37	*	Computer Systems & Word Processing Equip.	100	3,148	-	-	37
38	*	Machinery - Locomotives (1)	1,958	2,804	-	-	38
39	*	Machinery - Freight Cars (2)	1,408	2,157	-	-	39
40	*	Machinery - Other Equipment (3)	2,657	433	-	-	40
41	*	Work and Other Nonrevenue Equipment	29,596	12,558	15	(7,335)	41
42		TOTAL OTHER EQUIPMENT	35,719	21,100	15	(7,335)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	412,997	174,306	58,496	(23,054)	43

- (1) Data reported on line 38, column (b) is the amount reported in Sched. 410, column (f), line 203, reduced by the allocable portion of line 216.
- (2) Data reported on line 39, column (b) is the amount reported in Sched. 410, column (f), line 222, reduced by the allocable portion of line 235.
- (3) Data reported on line 40, column (b) is the amount reported in Sched. 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 & rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		2,609	15,162	-	6,166	-	1
2		61,489	1,782,542	1,606,684	724,919	556,055	2
3		-	-	-	-	-	3
4		-	38,565	-	15,684	-	4
5	*	64,098	1,836,269	1,606,684	746,769	556,055	5
6		-	9,086	-	3,902	-	6
7		3,338	97,493	12,267	41,871	3,686	7
8		4,695	296,253	1,287	127,231	387	8
9		7,403	107,855	-	46,320	-	9
10		10,133	275,028	-	118,116	-	10
11		11,662	428,921	-	184,208	-	11
12		14,410	698,352	-	299,920	-	12
13		3,227	175,199	-	75,242	-	13
14		-	-	-	-	-	14
15		-	42,673	-	18,327	-	15
16		-	-	-	-	-	16
17		-	26	-	11	-	17
18		-	1,039	-	446	-	18
19		55	19,134	-	8,218	-	19
20		-	52,463	-	22,532	-	20
21		-	17,105	-	7,346	-	21
22		3,399	329,119	7,736	141,346	1,794	22
23		-	-	-	-	-	23
24	*	58,322	2,549,746	21,290	1,095,036	5,867	24
25		-	-	-	-	-	25
26		-	60	-	(5,801)	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32	*	-	60	-	(5,801)	-	32
33		-	1,023	-	150	-	33
34		-	-	-	-	-	34
35	*	-	1,023	-	150	-	35
36	*	-	738	-	-	-	36
37	*	955	(6,914)	-	4,774	-	37
38	*	-	52,924	-	15,843	-	38
39	*	-	40,713	-	12,187	-	39
40	*	(5,037)	8,143	-	2,437	-	40
41	*	(8,148)	320,846	521	164,432	92	41
42		(12,230)	416,450	521	199,673	92	42
43		110,190	4,803,548	1,628,495	2,035,827	562,014	43

- (1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.
- (2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD

(Dollars in Thousands)

Line No.	Density Category (Class) (a)	Account No. (b)	Owned and Used			Improvements to Leased Property			Capitalized Leases			TOTAL		Line No.
			Investment Base (c)	Accumulated Depreciation (d)	Depr. Rate % (e)	Investment Base (f)	Accumulated Depreciation (g)	Depr. Rate % (h)	Investment Base (i)	Current Year Amortization (j)	Accumulated Amortization (k)	Investment Base (l)	Accumulated Depreciation & Amortization (m)	
1	I	3	1,249,542	128,934	1.25	8,551	-	1.25	-	-	-	1,258,093	128,934	1
2		8	1,245,716	301,360	3.43	88,516	21,413	3.43	-	-	-	1,334,232	322,773	2
3		9	2,534,436	369,679	2.68	84,664	12,350	2.68	-	-	-	2,619,100	382,029	3
4		11	1,537,197	429,370	2.50	32,320	9,029	2.50	-	-	-	1,569,517	438,399	4
5	SUB TOTAL		6,566,891	1,229,343		214,051	42,792		-	-	-	6,780,942	1,272,135	5
6	II	3	703,178	72,558	1.25	-	-		-	-	-	703,178	72,558	6
7		8	1,295,989	313,521	3.43	-	-		-	-	-	1,295,989	313,521	7
8		9	1,286,672	187,676	2.68	-	-		-	-	-	1,286,672	187,676	8
9		11	323,255	90,292	2.50	-	-		-	-	-	323,255	90,292	9
10	SUB TOTAL		3,609,094	664,047		-	-		-	-	-	3,609,094	664,047	10
11	III	3	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	11
12		8	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	12
13		9	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	13
14		11	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	14
15	SUB TOTAL		-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	15
16	IV	3	317,569	32,768	1.25	-	-		-	-	-	317,569	32,768	16
17		8	416,062	100,652	3.43	-	-		-	-	-	416,062	100,652	17
18		9	635,300	92,666	2.68	-	-		-	-	-	635,300	92,666	18
19		11	43,722	12,212	2.50	-	-		-	-	-	43,722	12,212	19
20	SUB TOTAL		1,412,653	238,298		-	-		-	-	-	1,412,653	238,298	20
21	V	3	-	-		-	-		-	-	-	-	-	21
22		8	-	-		-	-		-	-	-	-	-	22
23		9	-	-		-	-		-	-	-	-	-	23
24		11	-	-		-	-		-	-	-	-	-	24
25	SUB TOTAL		-	-		-	-		-	-	-	-	-	25
26	GRAND TOTAL		11,588,638	2,131,688	N/A	214,051	42,792	N/A	-	-	-	11,802,689	2,174,480	26

Notes:

- (1) Columns (c) + (f) + (i) = Column (l).
- (2) Columns (d) + (g) + (k) = Column (m).
- (3) The base grand total for owned and used, improvements to leased property, and capitalized leases should equal the sum of Accounts 3, 8, 9, and 11 shown at year end on Schedule 330.

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

- Report freight expenses only.
- 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.
- 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.
- Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
- 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.
- 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.
- Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.
- 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 & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	-	-	-	-	-	-	-	-	-	1
2	*	Pick up and delivery, marine line haul	126	-	-	-	-	-	N/A	-	126	2
3	*	Loading and unloading and local marine	2,230	-	8,950	3,728	1,213	57,563	N/A	75,683	149,367	3
4	*	Protective services, total debits and credits	-	-	-	-	-	-	-	-	-	4
5	*	Freight lost or damaged - solely related	-	-	-	-	-	-	-	-	-	5
6	*	Fringe benefits	1,213	-	2,533	598	-	24	-	-	4,368	6
7	*	Casualty and insurance	-	-	-	-	-	-	-	-	-	7
8	*	Joint facility - Debit	-	-	-	-	-	-	-	7,595	7,595	8
9	*	Joint facility - Credit	()	()	()	()	()	()	()	()	()	9
10	*	Other	-	-	-	-	-	-	-	-	-	10
11	*	TOTAL	3,569	-	11,483	4,326	1,213	57,587	-	83,278	161,456	11

(Dollars in Thousands)

This schedule will show the investment in capitalized leases in road and equipment by primary account.

(a) = primary account number and title for which capital lease amounts are included therein.

(c) = the investment in capital leases at the end of the year.

(e) = the accumulated amortization relating to the leased properties.

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NOTES AND REMARKS

490. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	146,458	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	220,345	2
3		Excess Profits	-	3
4	*	Total - Income Taxes (Lines 2 and 3)	220,345	4
5		Railroad Retirement	348,759	5
6		Hospital Insurance	28,741	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	10,553	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	608,398	10
11		Total - Railway Taxes	754,856	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 year totals 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 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.	5,769,926	18,989	-	5,788,915	1
2	Accelerated amortization of facilities, Sec. 168 IRC	-	-	-	-	2
3	Accelerated amortization of rolling stock, Sec. 184 IRC	-	-	-	-	3
4	Amortization of rights of way, Sec. 185 IRC	(89,341)	2,233	-	(87,108)	4
5	Other (Specify)	-	-	-	-	5
6	Claims and contingency reserves	(219,282)	27,618	-	(191,664)	6
7	Reserve for separation pay	(56,891)	14,474	-	(42,417)	7
8	Pier sales	41	(41)	-	-	8
9	Other temporary differences	169,954	(22,173)	(4,677)	143,104	9
10	Federal effect of state	(211,569)	30,585	1,058	(179,926)	10
11	State deferred income taxes	604,482	(87,384)	(3,024)	514,074	11
12	Other credits	(70,348)	70,348	-	-	12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	-	-	-	-	18
19	TOTALS	5,896,972	54,649	(6,643)	5,944,978	19

450. ANALYSIS OF TAXES - Continued

(Dollars in thousands)

***Footnotes:**

1. If the flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit	NONE
If the 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.	-

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR
(Doll ars 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 Funds; and 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 (c)	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
19					19
20					20
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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. GUARANTEES AND SURETYSHIPS
(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or association of any agreement or obligation, show the particulars of each contract of guarantee 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 two 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	CSX Equipment Leasing, LLC	Rolling Stock Lease Obligation	9,378	Sole	1
2					2
3	Terminal RR Assoc. of St. Louis	Refunding and Improvement Mortgage	1,112 plus interest	Joint	3
4	Guarantors: CSXT, BN, ICG, MKT, MP, NS, and SSW	Bonds, Series C, 4% due 7/1/2019			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
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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 two years after the 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 of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

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

Using the following notes as a guideline, show the requirements of compensating balances and short-term borrowing agreements. 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 that are 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% 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

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
1	751	Loans and notes payable	Sch 200, Line 30	-	1
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	115,618	2
3	765/767	Funded debt unmatured	Sch 200, Line 41	499,361	3
4	766	Equipment obligations	Sch 200, Line 42	454,140	4
5	766.5	Capitalized lease obligations	Sch 200, Line 43	79,725	5
6	768	Debt in default	Sch 200, Line 44	-	6
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	5,200	7
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	3,817	8
9		Total debt	Sum of Lines 1 through 8	1,157,861	9
10		Debt directly related to road property	Note 1	164,747	10
11		Debt directly related to equipment	Note 1	537,683	11
12		Total debt related to road and equipment	Lines 10 and 11	702,430	12
13		Percent directly related to road	Line 10 / Line 12 Whole % + 2 decimals	23.45%	13
14		Percent directly related to equipment	Line 11 / Line 12 Whole % + 2 decimals	76.55%	14
15		Debt not directly related to road or equipment	Line 9 - Line 12	455,431	15
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	271,546	16
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	886,315	17

II. Interest Accrued During Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	159,455	18
19	546	Contingent Interest On Funded Debt	Sch. 210, Line 44	235	19
20	517	Release of Premiums on Funded Debt	Sch. 210, Line 22	-	20
21		Total Interest (Note 3)	(Line 18 + Line 19) - Line 20	159,690	21
22		Interest Directly Related to Road Property Debt	Note 4	5,928	22
23		Interest Directly Related to Equipment Debt	Note 4	73,484	23
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	80,278	24
25		Interest On Road Property Debt (Note 5)	Line 22 + (Line 24 x Line 13)	24,753	25
26		Interest On Equipment Debt (Note 5)	Line 23 + (Line 24 x Line 14)	134,937	26
27		Embedded Rate of Debt Capital - Road Property	Line 25 / Line 16	9.12%	27
28		Embedded Rate of Debt Capital - Equipment	Line 26 / Line 17	15.22%	28

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

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

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

Note 4: This interest relates to debt reported in Lines 10 and 11, respectively.

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

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

**SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR
SERVICES RECEIVED OR PROVIDED**
(Dollars in Thousands)

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 (d)	Amount due from or to related parties (e)	Line No.
1	CSX Corporation		Controlled	Advance		1,589,722 P	1
2	CSX Corporation		Controlled	Interest Expense	76,017		2
3	CSX Corporation		Controlled	Management Fees	267,529		3
4	CSX Insurance		Common	Advance		102,862 P	4
5	CSX Insurance		Common	Interest Expense	3,938		5
6	CSX Intermodal		Common	Operating Agreement - Exp. Credits	(432,583)	36,118 P	6
7	CSX Technology		Common	Interest Income		27,818 P	7
8	CSX Technology		Common	Management Fees	176,103		8
9	CSX TDSI		Common	Interest Expense		8,426 P	9
10	CSX TDSI		Common	Management Fees	57,421		10
11	CSX Transflo		Common	Interest Expense		8,536 P	11
12	CSX Transflo		Common	Management Fees	75,639		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: Please refer to Note 14, page 14B for additional information.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

In column (a) insert the figure (and letter, if any) indicating its class in accordance with the above list of classifications.

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

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

WAY SWITCHING TRACKS - Station, team, industry, and other switching tracks for which no separate service is maintained.

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

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

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

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

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

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does 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, on main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them.

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing, tracks, cross-overs, and turnouts (f)				
1	1	100%	16,182	3,416	80	717	454	7,846	28,695	1
2	1J	25%	-	-	-	-	-	31	31	2
3	1J	33%	-	-	-	1	-	20	21	3
4	1J	40%	-	-	-	-	-	3	3	4
5	1J	50%	70	68	-	3	5	121	267	5
6	1J	66%	-	-	-	-	-	11	11	6
7	TOTAL CLASS 1		16,252	3,484	80	721	459	8,032	29,028	7
8	2	100%	183	2	-	9	33	32	259	8
9	2	Ontario	66	-	-	9	-	24	99	9
10	2	Quebec	25	-	-	-	4	-	29	10
11	2J	89%	155	-	-	-	17	15	187	11
12	TOTAL CLASS 2		429	2	-	18	54	71	574	12
13	3A	100%	324	15	-	37	-	54	430	13
14	3B	100%	369	50	1	6	17	236	679	14
15	3BJ	33%	-	3	-	-	-	-	3	15
16	3A	Quebec	17	-	-	-	-	-	17	16
17	3B	Quebec	13	-	-	-	4	-	17	17
18	TOTAL CLASS 3		723	68	1	43	21	290	1,146	18
19	4A	100%	-	-	-	-	-	1	1	19
20	4B	100%	124	67	-	-	2	100	293	20
21	4BJ	50%	7	-	-	-	-	-	7	21
22	TOTAL CLASS 4		131	67	-	-	2	101	301	22
23	5	100%	3,804	1,183	622	245	71	665	6,590	23
24	5J	33%	-	-	-	-	-	1	1	24
25	5J	50%	2	-	-	-	-	-	2	25
26	5	Ontario	10	1	-	4	1	6	22	26
27	5	Quebec	6	-	-	-	-	-	6	27
28	TOTAL CLASS 5		3,822	1,184	622	249	72	672	6,621	28
29										29
30										30
31										31
32										32
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51										51
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53										53
54										54
55										55
56										56
57			21,357	4,805	703	1,031	608	9,166	37,670	57
58	Miles of electrified road or track included in the preceding grand total		-	-	-	-	-	-	-	58

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

Give particulars, as of the close of the year, of all road operated and of all road owned but not operated. The respondent's proportion of operated road held by it as a joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (h).

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

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	917	-	-	-	111	1,028	163	-	1
2		Connecticut	7	-	-	-	62	69	-	-	2
3		Delaware	23	-	-	-	21	44	-	-	3
4		District of Columbia	19	-	-	-	2	21	-	-	4
5		Florida	1,523	-	-	83	47	1,653	115	-	5
6		Georgia	1,433	-	118	-	75	1,626	146	-	6
7		Illinois	615	36	86	-	220	957	-	-	7
8		Indiana	1,242	120	15	-	260	1,637	222	-	8
9		Kentucky	1,586	64	1	10	49	1,710	2	-	9
10		Louisiana	35	-	-	-	8	43	-	-	10
11		Maryland	459	17	5	-	86	567	-	-	11
12		Massachusetts	277	-	10	-	148	435	8	-	12
13		Michigan	416	-	-	-	151	567	179	-	13
14		Mississippi	74	-	-	-	20	94	-	-	14
15		Missouri	-	-	-	-	13	13	-	-	15
16		New Jersey	64	-	-	-	584	648	2	-	16
17		New York	848	-	195	-	267	1,310	12	-	17
18		North Carolina	1,078	-	-	7	52	1,137	-	-	18
19		Ohio	1,297	-	140	12	465	1,914	249	-	19
20		Ontario, Canada	-	66	-	-	10	76	-	-	20
21		Pennsylvania	428	51	46	5	532	1,062	132	-	21
22		Quebec, Canada	-	25	30	-	6	61	-	-	22
23		South Carolina	1,234	-	46	-	17	1,297	12	-	23
24		Tennessee	835	-	15	-	160	1,010	64	-	24
25		Virginia	767	30	-	-	254	1,051	-	-	25
26		West Virginia	1,075	20	16	14	202	1,327	167	-	26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (Single Track)	16,252	429	723	131	3,822	21,357	1,473	-	35

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c), give the number of units purchased new or built in company shops. In column (d), give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote, giving the number and a brief description. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., gas turbine, steam. Show the type of unit, service, and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."
7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturer's rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars, report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.
8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.
9. Cross-checks

Schedule 710		Schedule 710
Line 5, column (j)	=	Line 11, column (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)

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
Locomotive Units														
1		Diesel-freight units	3,250	120			49	37	2,920	462	3,382	12,119,190		1
2		Diesel-passenger units	2						2		2	6,000		2
3		Diesel-multiple purpose units	54				(54)				-			3
4		Diesel-switching units	214				6	3	217		217	337,600		4
5	*	TOTAL (lines 1 to 4)	3,520	120		-	1	40	3,139	462	3,601	12,462,790	-	5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	3,520	120		-	1	40	3,139	462	3,601	12,462,790	-	8
9	*	Auxiliary units	190				(1)		189		189	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,710	120	-	-	-	40	3,328	462	3,790	N/A	-	10

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

Line No.	Cross Check	Type or design of units	Before Jan. 1, 1985 (b)	Between Jan. 1, 1985 and Dec 31, 1989 (c)	Between Jan. 1, 1990 and Dec 31, 1994 (d)	Between Jan. 1, 1995 and Dec 31, 1999 (e)	Between Jan. 1, 2000 and Dec 31, 2004 (f)	During Calendar Year					Total (l)	Line No.
								2005 (g)	2006 (h)	2007 (i)	2008 (j)	2009 (k)		
11	*	Diesel	1,648	329	542	602	380	100					3,601	11
12	*	Electric											-	12
13	*	Other self-powered units											-	13
14	*	TOTAL (lines 11 to 13)	1,648	329	542	602	380	100	-	-	-	-	3,601	14
15	*	Auxiliary units	187	2									189	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,835	331	542	602	380	100	-	-	-	-	3,790	16

* Excludes short-term leases.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO)	-								-			17
18		Combined cars (All class C, except CSB)	-								-			18
19		Parlor cars (PBC, PC, PL, PO)	-								-			19
20		Sleeping cars (PS, PT, PAS, PDS)	-								-			20
21		Dining, grill, & tavern cars (All class D, PD)	-								-	N/A		21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)	-								-	N/A		22
23		TOTAL (Lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	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)	-	-	-	-	-	-	-	-	-	-	-	29
30		Company Service Cars Business cars (PV)	25					1	19	5	24	N/A		30
31		Board outfit cars (MWX)	34						24	10	34	N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	60					2	40	18	58	N/A		32
33		Dump and ballast cars (MWB, MWD)	1,459					34	1,177	248	1,425	N/A		33
34		Other maintenance and service equipment cars	4,314				219		4,270	263	4,533	N/A		34
35		TOTAL (Lines 30 to 34)	5,892	-	-	-	219	37	5,530	544	6,074	-	-	35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1_, B2_)	-						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_, B6_ B7_, B8_)	10						37
38		Equipped box cars (All Code A, Except A_5_)	16,014						38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)	7,586						39
40		Equipped gondola cars (All Code E)	23,223						40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	17,263						41
42		Open top hopper cars - general service (All Code H)	11,830						42
43		Open top hopper cars - special service (J_0 and All Code K)	8,083				100		43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	-						44
45		Refrigerator cars - non-mechanical (R_0_, R_1_, R_2_)	1,046						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	290						46
47		Flat cars - multilevel (All Code V)	12,696		100		269		47
48		Flat cars - general service (F10_, F20_, F30_)	11						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	6,051						49
50		Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5)	4						50
51		Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9)	-						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	607						52
53		TOTAL (Lines 36 to 52)	104,714	-	100	-	369	489	53
54		Caboose (All Code M-930)	N/A	230					54
55		TOTAL (Lines 53 and 54)	104,714	230	100	-	369	489	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Time-mileage cars (k)	All Others (l)			
36			-	-	-				36
37		1	9	-	9		714		37
38		60	13,231	2,737	15,968		1,278,460		38
39			4,941	2,660	7,601		849,323		39
40		580	17,233	5,410	22,643		2,278,123		40
41		763	13,199	3,301	16,500		1,664,767		41
42			9,637	2,193	11,830		1,219,528		42
43		360	6,717	1,106	7,823		807,178		43
44			-	32	32		2,617		44
45		22	76	948	1,024		74,475		45
46			257	33	290		71,632		46
47		317	-	12,748	12,748		464,702		47
48		1	8	2	10		758		48
49			788	5,656	6,444		595,998		49
50		2	-	2	2		203		50
51			-	35	35		3,433		51
52		252	355	-	355		29,833		52
53		2,358	66,451	36,863	103,314	-	9,341,744	-	53
54			230	-	N/A	230	N/A		54
55		2,358	66,681	36,863	103,314	230	9,341,744	-	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		Chassis (Z1, Z67, Z68, Z 69)	2,308						59
60		Dry van (U2, Z, Z6, I-6)	6,985						60
61		Flat bed (U3, Z3)	-						61
62		Open bed (U4, Z4)	-						62
63		Mechanical refrigerator (U5, Z5)	177						63
64		Bulk hopper (U0, Z0)	-						64
65		Insulated (U7, Z7)	843						65
66		Tank (Z0, U6) (See note)	-						66
67		Other trailer and container (Special equipped dry van U9, Z8, Z9)	8,166				1,000		67
68		Tractor	-						68
69		Truck	-						69
70		TOTAL (Lines 59 to 69)	18,479	-	-	-	1,000	-	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Per diem (k)	All Others (l)			
56									56
57									57
58		-	-	-	-	-	-	-	58
59		2,308	-	-	-	-	-	-	59
60		825	199	5,961	6,160		134,135		60
61			-	-	-	-			61
62			-	-	-	-			62
63		177	-	-	-	-			63
64			-	-	-	-			64
65		3	-	840	840		24,234		65
66			-	-	-	-			66
67		514	6,041	2,611	8,652		248,258		67
68			-	-	-	-			68
69			-	-	-	-			69
70		3,827	6,240	9,412	15,652	-	406,627	-	70

NOTES AND REMARKS

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of Units (b)	Total Weight (Tons) (c)	Total Cost (d)	Method of Acquisition (see instructions) (e)	Line No.
1	Diesel-freight locomotives ES44DC, 4400 HP	100	21,600	165,541,200	P	1
2	Diesel-freight locomotives SD70AE, 4300 HP	20	4,280	30,125,440	P	2
3	Flat cars-multilevel V978	100	9,750	5,822,500	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	220	35,630	201,489,140	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	38
39	GRAND TOTAL	220	35,630	201,489,140	N/A	39

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

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

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.
2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700, that is maintained by the respondent. (Class 5 track is assumed to be maintained by others)
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	10,761	42.69	46.94	143.3	1
2	B	5,690	11.82	38.16	73.4	2
3	C	2,274	2.70	26.26	90.2	3
4	D	3,294	0.12	17.75	59.5	4
5	E	9,030	XXXXXXXXXX	XXXXXXXXXX		5
6	TOTAL	31,049			366.4	6
7	F		XXXXXXXXXX	XXXXXXXXXX		7
8	Potential abandonments					8

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

721. TIES LAID IN REPLACEMENT

86

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 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 ties or board feet laid in replacement that are considered to be spot maintenance.
4. In line 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 the 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 % of spot maintenance (k)*	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	1,408,535		51,528		-			1,460,063	2,798,900	3.00	1
2	B	536,647				9,478			546,125	1,365,317	3.00	2
3	C	166,384				948			167,332	546,127	3.00	3
4	D	55,083				1,516			56,599	204,798	3.00	4
5	E	125,732				7,014			132,746	1,911,444	3.00	5
6	TOTAL	2,292,381		51,528		18,956			2,362,865	6,826,586	3.00	6
7	F											7
8	Potential abandonments								-			8
9	Average cost per crosstie	\$ 30	and switchtie (MBM)		\$ 871	* Estimate						

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 under remarks 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 & bridge ties laid in new tracks during year (g)		
1	T	46,887	28.74	1,348	43,727	2,254	986	NEW	1
2	T	190	8.94	2				RELAY	2
3	S	1,069	64.16	69				CONCRETE	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	48,146	29.45	1,418	43,727	2,254	986		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					0.26			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					17.94			22

723. RAILS LAID IN REPLACEMENT

88

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 that are considered to be spot maintenance.
3. In line 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, freight charges paid to 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 (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)		
1	A	499.23	7.22	21.25	-	520.48	7.22	3.00	1
2	B	73.80	2.37	8.67	0.58	82.47	2.95	3.00	2
3	C	19.16	-	2.23	-	21.39	-	3.00	3
4	D	9.05	-	1.82	-	10.87	-	3.00	4
5	E	5.64	0.84	-	-	5.64	0.84	3.00	5
6	TOTAL	606.88	10.43	33.97	0.58	640.85	11.01	3.00	6
7	F					-	-		7
8	Potential abandonments					-	-	* Estimate	8
9	Average cost of new and relay rail laid in replacement per gross ton:				New	\$ 783	Relay	\$ 455	9

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
(Dollars in Thousands)

- 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.
- 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.
- 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 to 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, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

Line No.	Class of rail (a)	Rail Applied in Running Tracks, Passing Tracks, Crossovers, Etc.				Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks				Line No.
		Weight of rail		Total cost of rail applied in running track, passing track, crossovers, etc., during year (d)	Average cost per ton (2000 lbs) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching track during year (h)	Average cost per ton (2000 lbs) (i)	
		Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)			Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)			
1	2	100	-	-	149	100	5	2	149	1
2	2	115	-	41	402	115	12	73	402	2
3	2	132	-	43	516	132	374	198	516	3
4	2	136	60	252	471	136	2,477	1,246	471	4
5	2	141	-	-	425	141	864	385	425	5
6	4	115	-	-	123	115	-	-	123	6
7	4	122	-	-	68	122	444	151	68	7
8	4	132	5	39	79	132	-	-	79	8
9	4	136	-	-	95	136	17	6	95	9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
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28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37	Total	N/A	65	375	5,769	N/A	4,193	2,061	492	37
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.								0.26	38
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.								17.94	39
40	Track-miles of welded rail installed on system this year				11	Total to date			26,209	40

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by 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 rights or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	70	1.02			1
2	75	1.78			2
3	78	4.06			3
4	80	33.33			4
5	85	45.49			5
6	90	154.69			6
7	100	915.39			7
8	105	163.02			8
9	107	71.50			9
10	110	45.23			10
11	112	677.04			11
12	114	0.76			12
13	115	2,515.29			13
14	119	5.99			14
15	120	2.51			15
16	122	2,457.23			16
17	123	1.63			17
18	127	551.69			18
19	130	246.17			19
20	131	1,170.98			20
21	132	5,726.66			21
22	133	74.73			22
23	136	3,176.17			23
24	140	1,446.95			24
25	141	1,701.89			25
26	152	5.07			26
27	155	40.70			27
28					28
29					29
30					30
31					31
32					32
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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 units of property in each track category at year end.

Line No.	Track Category (a)	Ties				Rail		Ballast	Track Surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Percent Replaced (g)	Cubic yards of ballast placed (h)	Miles surfaced (i)**	Percent surfaced (j)	
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crossties (d)	Switch and bridge ties (board feet) (e)*						
1	A	1,460,063	2,798,900	4.5	3.5	527.70	2.45	1,512,763	4,308	40.03	1
2	B	546,125	1,365,317	3.2	2.1	85.42	0.75	507,064	1,444	25.38	2
3	C	167,332	546,127	2.4	1.4	21.39	0.47	126,064	359	15.79	3
4	D	56,599	204,798	0.6	0.7	10.87	0.16	89,895	256	7.77	4
5	E	132,746	1,911,444	0.6	2.3	6.48	0.04	254,585	725	8.03	5
6	TOTAL	2,362,865	6,826,586	2.6	2.4	651.86	1.05	2,490,371	7,092	22.84	6
7	F										7
8	Potential abandonments										8

* Estimate

** Includes smoothing and out-of-face surfacing

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	536,832,973	1
2	Passenger	0	2
3	Yard switching	58,655,625	3
4	TOTAL	595,488,598	4
5	COST OF FUEL \$(000) *	783,235	5
6	Work Train	1,331,000	6

* Show cost of fuel charged to train and yard service (function 67-Loco. Fuels). The cost stated for diesel fuel should be the total charges in the accounts specified, including freight charges and handling expenses. Fuel consumed by mixed and special trains that are predominately freight should be included in freight service, but where the service of mixed or special trains is predominately passenger, the fuel 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 reports. Unit train service is a specialized scheduled shuttle type service in equipment (railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

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

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

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

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

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

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

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

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. 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 private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-15, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.

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

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

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

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

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

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

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

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

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

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

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

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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 yards (excluding cars which are to be repaired in the train yard without loss of time), car moving empty in trains en route to shop, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition for loading on the last day of the year, but have not been placed for loading within 48 hours. This count can be an annual average based on weekly count of cars that have not been placed for loading within 48 hours.

(U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (4-120), 57 (4-140), and 75 (4-160) will be computed using cars rather than constructed container platforms. For example, an articulated car consisting of five platforms moved one mile will be counted as one car-mile, not five car-miles.

(V) The Intermodal Load Factor reported on Line 134 will be calculated for the average number of intermodal (TOFC/COFC) units loaded on the average intermodal car. Units are to be calculated in the same manner as Line 123 (13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)). Intermodal cars will be calculated in accordance with instruction U for reporting Flat-TOFC/COFC Car-miles. Both intermodal (TOFC/COFC) units and intermodal cars are to be calculated using actual units and not constructed intermodal (TOFC/COFC) units or cars.

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)	21,357		1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	21,650,317	XXXXXX	2
3		2-02 Way Trains	14,512,920	XXXXXX	3
4		2-03 Through Trains	60,378,976		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	96,542,213	-	5
6		2-05 Motorcars (C)	-	-	6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	96,542,213	-	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	47,014,016	XXXXXX	8
9		3-02 Way Trains	18,044,253	XXXXXX	9
10		3-03 Through Trains	151,195,342		10
11		3-04 TOTAL (Lines 8-10)	216,253,611	-	11
12		3-11 Train Switching (F)	7,716,350	XXXXXX	12
13		3-21 Yard Switching (G)	11,894,269		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	235,864,230	-	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	-	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	9,377	XXXXXX	16
17		4-012 Box-Equipped	238,129	XXXXXX	17
18		4-013 Gondola-Plain	134,780	XXXXXX	18
19		4-014 Gondola-Equipped	205,996	XXXXXX	19
20		4-015 Hopper-Covered	194,665	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	146,638	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	69,980	XXXXXX	22
23		4-018 Refrigerator-Mechanical	17,422	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	32,326	XXXXXX	24
25		4-020 Flat-TOFC/COFC	127,296	XXXXXX	25
26		4-021 Flat-Multi-Level	37,090	XXXXXX	26
27		4-022 Flat-General Service	315	XXXXXX	27
28		4-023 Flat-All Other	52,306	XXXXXX	28
29		4-024 All Other Car Types-Total	17,187	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	1,283,507	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-11 RR Owned and Leased Cars - Empty			
31		4-110 Box-Plain 40-Foot	-	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	8,065	XXXXXX	32
33		4-112 Box-Equipped	207,603	XXXXXX	33
34		4-113 Gondola-Plain	123,266	XXXXXX	34
35		4-114 Gondola-Equipped	169,152	XXXXXX	35
36		4-115 Hopper-Covered	191,727	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	140,701	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	67,338	XXXXXX	38
39		4-118 Refrigerator-Mechanical	16,555	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	29,779	XXXXXX	40
41		4-120 Flat-TOFC/COFC	22,703	XXXXXX	41
42		4-121 Flat-Multi-Level	21,675	XXXXXX	42
43		4-122 Flat-General Service	259	XXXXXX	43
44		4-123 Flat-All Other	49,962	XXXXXX	44
45		4-124 All Other Car Types-Total	7,082	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,055,867	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	34,487	XXXXXX	48
49		4-132 Box-Equipped	18,109	XXXXXX	49
50		4-133 Gondola-Plain	116,506	XXXXXX	50
51		4-134 Gondola-Equipped	21,216	XXXXXX	51
52		4-135 Hopper-Covered	314,003	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	87,253	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	167,394	XXXXXX	54
55		4-138 Refrigerator-Mechanical	17,751	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	5,417	XXXXXX	56
57		4-140 Flat-TOFC/COFC	336,181	XXXXXX	57
58		4-141 Flat-Multi-Level	301,812	XXXXXX	58
59		4-142 Flat-General Service	121	XXXXXX	59
60		4-143 Flat-All Other	69,118	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	154,010	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	140,001	XXXXXX	62
63		4-146 All Other Car Types-Total	16,606	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	1,799,985	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)			
66		4-150 Box-Plain 40-Foot	-	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	17,743	XXXXXX	66
67		4-152 Box-Equipped	14,931	XXXXXX	67
68		4-153 Gondola-Plain	111,944	XXXXXX	68
69		4-154 Gondola-Equipped	19,159	XXXXXX	69
70		4-155 Hopper-Covered	288,181	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	80,978	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	158,357	XXXXXX	72
73		4-158 Refrigerator-Mechanical	10,384	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	5,312	XXXXXX	74
75		4-160 Flat-TOFC/COFC	45,119	XXXXXX	75
76		4-161 Flat-Multi-Level	160,757	XXXXXX	76
77		4-162 Flat-General Service	87	XXXXXX	77
78		4-163 Flat-All Other	52,587	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	148,681	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	141,337	XXXXXX	80
81		4-166 All Other Car Types-Total	12,052	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	1,267,609	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	22,637	XXXXXX	83
84		4-18 No Payment Car-Miles (I) <1>	251,013	XXXXXX	84
85		4-19 Total Car-Miles by Train Type (Note)			
86		4-191 Unit Trains	1,813,444	XXXXXX	85
87		4-192 Way Trains	256,538	XXXXXX	86
88		4-193 Through Trains	3,610,636	XXXXXX	87
89		4-194 TOTAL (Lines 85-87)	5,680,618	XXXXXX	88
89		4-20 Caboose Miles	285	XXXXXX	89

<1> Total number of loaded miles 0 and empty miles 0 by roadrailer reported above.

NOTE: Line 88, total car miles, is equal to the sum of lines 30, 46, 64, 82, 83, and 84. Accordingly, the car miles reported on lines 83 and 84 are to be allocated to Lines 85, 86, and 87, and included in the total shown on line 88.

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
98		6 Gross Ton-Miles (thousands) (K)			
		6-01 Road Locomotives	42,178,860		98
99		6-02 Freight Trains, Crs., Cnts., & Caboose			
		6-020 Unit Trains	150,034,747	XXXXXX	99
100		6-021 Way Trains	18,214,883	XXXXXX	100
101		6-022 Through Trains	291,146,816	XXXXXX	101
102		6-03 Passenger-Trains, Crs., & Cnts.	-		102
103		6-04 Non-Revenue	2,116,850	XXXXXX	103
104		6-05 TOTAL (Lines 98-103)	503,692,156		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	465,910	XXXXXX	105
106		7-02 Non-Revenue	791	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	466,701	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	247,410,850	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	247,410,850	XXXXXX	110
111		8-04 Non-Revenue - Road Service	389,391	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	389,391	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	247,800,241	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	5,544,777	XXXXXX	115
116		9-02 Train Switching	1,286,058	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	1,982,379	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	380,425	XXXXXX	118
119		11-02 Motorcars	-	XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,071,609	XXXXXX	120
121		12-02 Way Trains	8,738,446	XXXXXX	121
122		12-03 Through Trains	8,300,073	XXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	3,351,272	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	4,696,595	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	189,746	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal	6,253,800	XXXXXX	126
127		16-02 Marine Terminals - Ore	3,522,583	XXXXXX	127
128		16-03 Marine Terminals - Other	422,296	XXXXXX	128
129		16-04 TOTAL (Lines 126-128)	10,198,679	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	33,438	XXXXXX	130
131		17-02 Unserviceable	76	XXXXXX	131
132		17-03 Surplus	-	XXXXXX	132
133		17-04 TOTAL (Lines 130-132)	33,514	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.26	XXXXXX	134

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 over the accounting of the respondent)

State of Florida

County of Duval

Carolyn T. Sizemore makes oath and states that he (she) is Vice President and Controller
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CSX TRANSPORTATION, INC.
 (insert here the exact legal title or name of the respondent)

that it is his or her 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 or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters that have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she 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, 2005, to and including December 30, 2005.

Carolyn T. Sizemore
 (Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county
 above named, this 14th day of March, 2006.
 My commission expires July 29, 2006

Use an
 LS
 impression seal



Lorie Rogan
 MY COMMISSION # DD109647 EXPIRES
 July 29, 2006
 BONDED THRU TROY FAIR INSURANCE, INC.

Lorie Rogan
 (signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Florida

County of Duval

Michael J. Ward makes oath and states that he (she) is Chairman of the Board, President, and Chief Executive Officer
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CSX TRANSPORTATION, INC.
 (insert here the exact legal title or name of the respondent)

that he or she has carefully examined the foregoing report; that he or she 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, 2005, to and including December 30, 2005.

Michael Ward
 (Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county
 above named, this 20th day of March, 2006.
 My commission expires July 29, 2006

Use an
 LS
 impression seal



Lorie Rogan
 MY COMMISSION # DD109647 EXPIRES
 July 29, 2006
 BONDED THRU TROY FAIR INSURANCE, INC.

Lorie Rogan
 (signature of officer authorized to administer oaths)

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