

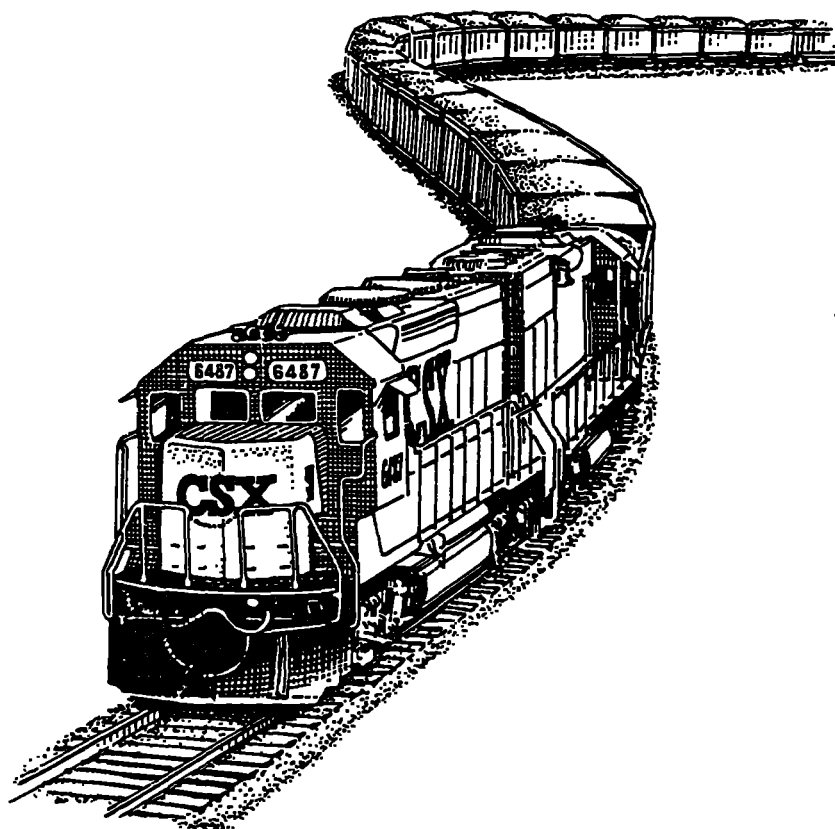
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Annual Report

to the
Interstate Commerce Commission
for the year ended
December 31, 1993



OFFICE OF ECONOMICS
U.S. DEPARTMENT OF
TRANSPORTATION
APR 5 10 42 AM '94
RECEIVED

CSX Transportation, Inc.

500 Water Street
Jacksonville, FL
32202

ACAA — R-1
Approved by OMB
3120-0029
Expires 3-31-96

NOTICE

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

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

(49) U.S.C. 11961. (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (b) of this section.

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

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

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

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

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

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

5 All entries should be made in a permanent black ink. Those of a contrary character should be indicated in parenthesis.

6 Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.

7 Railroad corporations, mainly distinguished as operating companies and lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts; a lessor company, the property of which being leased to and operated by another company, is one that maintains a separate legal existence and keeps financial but not operating accounts.

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

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

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

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

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

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

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

ANNUAL REPORT

of

CSX TRANSPORTATION, INC.

to the

INTERSTATE COMMERCE COMMISSION

for the

YEAR ENDED DECEMBER 31, 1993

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

(Name) C. A. CHOATE (Title) ASSISTANT CONTROLLER

(Telephone number) 904 359-3602
(area code) (telephone number)

(Office address) 500 Water Street, Jacksonville, Florida 32202
(street and number, city, state, and zip code)

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SPECIAL NOTICE

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

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

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

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

Adrian Realty Company
 Allegheny and Western Railway Company
 The Atlantic Land and Improvement Company
 The Baltimore and Cumberland Valley Railroad Extension Company
 The Baltimore & Ohio Chicago Terminal Railroad Company
 Buffalo, Rochester and Pittsburgh Railway Company
 CSX Capital Management, Inc.
 The Carrollton Railroad Company
 Charlotte Docks Company
 Cincinnati Inter-Terminal Railroad Company
 The Cleveland Terminal and Valley Railroad Company
 Cybernetics and Systems, Inc.
 Dayton and Michigan Railroad Company
 Energy Resources and Logistics, Inc.
 Fruit Growers Express Company
 Gainesville Midland Railroad Company
 Holston Land Company, Inc.
 The Home Avenue Railroad Company
 L&N Development Company
 L&N Investment Corporation
 The Lake Erie and Detroit River Railway Company
 The Mahoning State Line Railroad Company
 North Bank Development Company
 North Charleston Terminal Company
 Raceland Car Corporation
 Rail Wagons Inc.
 The Real Estate and Improvement Company of Baltimore City
 Richmond, Fredericksburg and Potomac Railway Co.
 Seaboard Coast Line Railway Supplies, Inc.
 Staten Island - Arlington, Inc.
 The Staten Island Railroad Corporation
 Terminal Realty Baltimore Company
 The Toledo Ore Railroad Company
 Three River's Railroad Company
 Transkentucky Transportation Railroad
 Transcontinental Terminals, Inc.
 The Western Railway of Alabama

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
NONE		

B. IDENTITY OF RESPONDENT

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

1. **Give in full the exact name of the respondent.** Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification". If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which 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.

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 or trusteeship 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

During the year the following subsidiary companies were merged into CSX Transportation, Inc.:

CSX Logistics, Inc., (12/22/93)

Washington and Western Maryland Railroad Company (12/21/93)

STOCKHOLDERS REPORTS

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

Check appropriate box:

☐

Two copies are attached to this report.

☐

Two copies will be submitted _____
(date)

☒

No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$ 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
3. Are voting rights proportional to holdings: Yes
If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stocks No. If so, name in a footnote each security other than stock to which voting rights are attached as of the close of the year, and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method No. If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing
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 (date) December 31, 1993
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 thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.*

Line No.	Name of security holder (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)	Second	First	
(e)	(f)						
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 9,061,038
votes cast.
11. Give the date of such meeting: by unanimous written consent
12. Give the place of such meeting: _____

NOTES AND REMARKS

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			1
2		702	Temporary Cash Investments	336,274	309,500	2
3		703	Special Deposits	65	269	3
4		704	Accounts Receivable			
			- Loan and Notes	32,287	35,647	4
5		705	- Interline and Other Balances	6,554	(212)	5
6		706	- Customers	796	1,422	6
7		707	- Other	3,897	325	7
8		709, 708	- Accrued Accounts Receivables	57,524	55,588	8
9		708.5	- Receivables from Affiliated Companies	12,859	7,102	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(21,877)	(22,392)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	131,015	49,274	11
12		712	Materials and Supplies	116,349	112,339	12
13		713	Other Current Assets	20,426	18,046	13
14			TOTAL CURRENT ASSETS	696,169	566,908	14
Other Assets						
15		715, 716, 717	Special Funds	492	672	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	154,928	169,416	16
17		722, 723	Other Investments and Advances	159,463	186,532	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) \$	58,554	55,611	19
20		739, 741	Other Assets	39,512	110,967	20
21		743	Other Deferred Debits	35,366	38,489	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	448,315	561,687	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	8,855,277	8,887,048	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	3,597,235	3,567,191	25
26		731, 732	Unallocated Items	188,462	186,900	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,068,916)	(4,233,849)	27
28			NET ROAD AND EQUIPMENT	8,572,058	8,407,290	28
29			TOTAL ASSETS	9,716,542	9,535,885	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	11,901	8,985	31
32		753	Audited Accounts and Wages	130,866	90,041	32
33		754	Other Accounts Payable	37,981	37,047	33
34		755, 756	Interest and Dividends Payable	13,299	15,993	34
35		757	Payables to Affiliated Companies	80,112	67,692	35
36		759	Accrued Accounts Payable	638,866	901,818	36
37		760, 761, 761.5, 762	Taxes Accrued	121,708	111,580	37
38		763	Other Current Liabilities	179,262	151,449	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	87,389	113,757	39
40			TOTAL CURRENT LIABILITIES	1,301,384	1,498,362	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	145,990	195,584	41
42		766	Equipment Obligations	342,870	345,336	42
43		766.5	Capitalized Lease Obligations	105,369	106,729	43
44		768	Debt in Default		0	44
45		769	Accounts Payable: Affiliated Companies	135,481	152,945	45
46		770.1, 770.2	Unamortized Debt Premium	(1,432)	(1,999)	46
47		781	Interest in Default		0	47
48		783	Deferred Revenues—Transfers from Government Authorities		0	48
49		786	Accumulated Deferred Income Tax Credits	1,937,114	1,649,409	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,564,514	1,686,757	50
51			TOTAL NONCURRENT LIABILITIES	4,229,906	4,134,761	51
Shareholder's Equity						
52		791, 792	Total Capital Stock (Schedule 230) (L53 & 54)	181,221	181,221	52
53			Common Stock	181,221	181,221	53
54			Preferred Stock		0	54
55			Discount on Capital Stock		0	55
56		794, 795	Additional Capital (Schedule 230)	1,046,555	1,046,555	56
57		797	Retained Earnings: Appropriated		0	57
58		798	Unappropriated (Schedule 220)	2,957,476	2,674,986	58
59		798.1	Net Unrealized Loss on Noncurrent Marketing Equity Securities		0	59
60		798.5	Less Treasury Stock		0	60
61			Net Shareholder's Equity	4,185,252	3,902,762	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	9,716,542	9,535,885	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 and reporting principles, except as shown in other schedules. This includes statements explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$17,475

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made: \$ None

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year: (See Note on Page 9)

- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: \$

- (c) Is any part of pension plan funded? Specify: Yes X No
 - (i) If funding is by insurance, give name of insurance company Not Applicable

 - If funding is by trust agreement, list trustee(s) The 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 Not Affiliated

 - (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement Not Applicable

 - (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify: Yes No X

 - If yes, give number of the shares for each class of stock or other security

 - (ii) Are voting rights attached to any securities held by the pension plan? Specify: Yes 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 employers contribution to employee stock ownership plans for the current year was: \$ None

- (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was: \$ None

6. In reference to Docket No. 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: \$ N/A

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 instructions 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.)

NOTES TO FINANCIAL STATEMENTS

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 properties, joint ventures and joint facilities. These contingent obligations amounted to approximately \$ 199 million at December 31, 1993.

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 effect on the consolidated financial position, results of operations and cash flows of the company.

- (a) Changes in Valuation Accounts.

8. Marketable Equity Securities.

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

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

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

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

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

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

200. COMPARITIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES – Continued**NOTES TO FINANCIAL STATEMENTS**

3. (a–e) In 1989, Respondent's pension plan for salaried employees was merged with the CSX Corporation (CSX) Plan, and all assets of Respondent's Plan were transferred to the CSX merged plan. Since the plans were merged CSX allocated to Respondent a portion of the net pension expense for the CSX Corporation Plan based on Respondent's relative level of participation in the merged plan which considers the assets and personnel previously in the Respondent plan. The allocated expense from the CSX Corporation Plan amounted to \$ 32 million in 1993, and \$ 23 million in 1992.

CSX and its subsidiaries, including Respondent, have defined benefit pension plans principally for salaried employees. The plans provide for eligible employees to receive benefits primarily based on years of service and compensation rates near retirement. Contributions to the plans are made on the basis of not less than the minimum funding standards set forth in the Employee Retirement Income Security Act of 1974, as amended.

Respondent has established savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining units of Respondent and subsidiary companies. Respondent matches 50% of each salaried employee's contribution, which is limited to 6% of the employee's earnings. Respondent contributes fixed amounts for each participating employee covered by a collective bargaining agreement. Expense for these plans was \$ 22 million for each of the years 1993, and 1992.

In addition to the CSX defined benefit plans, Respondent participates in two defined benefit post-retirement plans along with CSX and other affiliates which cover most full-time salaried employees. One plan provides medical benefits and another provides life insurance benefits. The post-retirement health care plan is contributory, with retiree contributions adjusted annually, and contains other cost-sharing features such as deductibles and coinsurance. The accounting for the health care plan anticipates future cost-sharing changes to the written plan that are consistent with the company's expressed intent to increase the retiree contribution rate annually for the expected medical inflation rate for that year. The life insurance plan is non-contributory.

Under collective bargaining agreements, the company participates in a number of union-sponsored, multi-employer benefit plans. Payments to these plans are made as part of aggregate assessments generally based on hours worked, tonnage moved or a combination thereof. The administrators of the multi-employer plans generally allocate funds received from participating companies to various health and welfare benefit plans and pension plans. Current information regarding such allocations has not been provided by the administrators. Total contributions of \$ 139 million, and \$ 125 million were made to these plans in 1993, and 1992, respectively.

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

8. Marketable equity securities, which are immaterial, other than those accounted for by the equity method, are carried at lower of cost or realizable value (market value not readily available).

9. The Consolidated Financial Statements reflect the results of operations, cash flows and financial position of Respondent and its majority-owned subsidiaries as a single entity. All significant intercompany transactions have been eliminated. Respondent is a wholly owned subsidiary of CSX.

Investments in companies that are not majority-owned are carried at either cost or equity, depending on the extent of control.

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

NOTES TO FINANCIAL STATEMENTS

10. Respondent has an ongoing agreement to sell without recourse, on a revolving basis each month, an undivided percentage ownership interest in all freight accounts receivable to CSX Trade Receivable Corporation (CTRC), a wholly-owned subsidiary of CSX. At December 31, 1993 and 1992, accounts receivable sold under this agreement totaled \$ 556 million and \$ 600 million, respectively. In addition, Respondent has an agreement to sell with recourse on a monthly basis, an undivided ownership interest in all miscellaneous accounts receivable to a financial institution. At December 31, 1993, accounts receivable sold under this agreement totaled \$ 50 million.

11. In the fourth quarter of 1991, Respondent recorded a pretax charge to provide for the estimated costs of implementing work force reductions, improvements in productivity and other cost reductions. The charge amounted to \$ 647 million on a pretax basis and reduced 1991 net earnings by \$ 409 million. In the second quarter of 1992, Respondent recorded a charge principally to recognize the estimated additional costs of buying out certain trip-based compensation elements paid to train crew employees. The additional pretax charge amounted to \$ 664 million and reduced net earnings for 1992 by \$ 427 million.

The \$ 1.3 billion in combined charges includes \$ 1.2 billion for reductions from three to two member train crews and for buying out productivity funds and short-crew allowances. Respondent has reached labor agreements across virtually all of its rail system allowing it to operate trains with two-member crews. The estimated cost based on the ratified labor agreements with the United Transportation Union members is approximately 93% of the amount initially provided.

As of December 31, 1993, payments totaling \$ 518 million have been recorded as a reduction of the aggregate liabilities for the productivity charges. The remaining liability consists of \$ 604 million for employee separations and associated costs and \$ 189 million for claims, litigation and other negotiated settlements.

12. Effective January 1, 1993, Respondent adopted Statement of Financial Accounting Standards ("SFAS") No. 109, "Accounting for Income Taxes." SFAS No. 109 superseded SFAS No. 96, "Accounting for Income Taxes," which Respondent adopted January 1, 1987. SFAS No. 109 requires that deferred income tax assets and liabilities be classified as current or non-current based upon the classification of the related asset or liability for financial reporting. Net earnings for 1993 were not impacted by the adoption of SFAS No. 109. As permitted under the new rules, prior-year financial statements have not been restated.

Respondent revised its annual effective tax rate in 1993 to reflect the change in the federal statutory rate from 34 to 35 percent. The effect of this change was to increase deferred income tax expense by \$ 46 million related to applying the newly enacted statutory income tax rate to deferred balances as of January 1, 1993.

13. Respondent and its subsidiaries are included in the consolidated federal income tax return filed by CSX. The consolidated federal income tax expense or benefit is allocated to Respondent and its subsidiaries as though Respondent had filed a separate consolidated return.

Federal income tax payments to CSX and payments to state taxing authorities during 1993, and 1992 totaled \$ 80 million, and \$ 56 million, respectively.

At December 31, 1993 and 1992, investment tax credits of approximately \$ 100 million and \$ 126 million and alternative minimum tax credits of \$ 168 million and \$ 148 million, respectively, are being carried forward for separate tax return purposes and have been recognized for financial reporting purposes as a reduction of the deferred tax liability. Investment tax credits are accounted for under the flow-through method. The earliest carryforwards of investment tax credits begin to expire in 1997.

Examinations of the federal income tax returns of CSX and its principal subsidiaries have been completed through 1987. Management believes adequate provision has been made for any adjustments that might be assessed.

14. Included in Account 702 "Temporary Cash Investments" at December 31, 1993 and 1992, of \$ 336 million and \$ 310 million, respectively, represent amounts due from CSX for Respondent's participation in the CSX cash management plan. 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. CSX is committed to repay all amounts due on demand should circumstances require. The companies are charged for borrowings or compensated for investments based on returns earned by the plan portfolio.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES – Continued**NOTES TO FINANCIAL STATEMENTS**

15. Respondent has formal long-term borrowings from CSX which mature from 1994 to 2012 and total \$ 86 million at December 31, 1993, and \$ 106 million at December 31, 1992. Maturities during the next five years aggregate \$ 17 million in 1994, \$ 17 million in 1995, \$ 7 million in 1996, \$ 7 million in 1997, and \$7 million in 1998. Fixed interest rates range 9% to 10% per annum and are based on the market rates in effect when the respective borrowings were placed. Interest expense on borrowings from CSX was \$ 9 million, and \$ 11 million in 1993, and 1992, respectively.

16. In 1988, Respondent participated with Sea-Land Service, Inc. (Sea-Land) a wholly-owned subsidiary of CSX, in four sale-leaseback arrangements. Under these arrangements, Sea-Land sold equipment to a third party and Respondent leased the equipment and assigned the lease to Sea-Land. Sea-Land is obligated for all lease payments and other associated equipment expenses. If Sea-Land defaults on its obligations, Respondent would assume the asset lease rights and obligations of \$ 174 million at December 31, 1993, under the arrangements.

17. Respondent leases equipment under agreements with terms up to 21 years. Non-cancelable, long-term leases generally include provisions for maintenance, options to purchase at fair value and to extend the terms. At December 31, 1993, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 180 million for 1994, \$ 165 million for 1997, \$ 167 million for 1998 and \$ 1.6 billion thereafter.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES – Continued**NOTES TO FINANCIAL STATEMENTS**

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

NOTES TO FINANCIAL STATEMENTS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES - Continued**NOTES TO FINANCIAL STATEMENTS**

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

NOTES TO FINANCIAL STATEMENTS

210. RESULTS OF OPERATIONS
(Dollars in thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year
2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule & expense amounts reported in Sch. 410 must be fully explained on pg. 18.
3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for account No. 513, "Dividend Income". List dividends accounted for by the equity method on on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.
4. All contra entries hereunder should be indicated in parenthesis.

5. Cross-checks:

Schedule 210

Line 15, column (b)
Line 47 plus 48 plus 49, col (b)
Line 50, col (b)

Schedule 210

= Line 62, col (b)
= Line 63, col (b)
= Line 64, col (b)

Schedule 410

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)
Line 49, column (b)

= Line 620, col (h)
= Line 620, col (i)
= Line 620, col (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS OPERATING INCOME					
1		(101) Freight	4,272,836	4,335,033	4,272,836		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	41,826	38,230	41,826		4
5		(105) Water Transfers					5
6		(106) Demurrage	33,359	28,752	33,359		6
7		(110) Incidental	32,283	31,704	32,283		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)	4,380,304	4,433,719	4,380,304		10
11		(502) Railway operating revenues—Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues—Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10–12)	4,380,304	4,433,719	4,380,304		13
14		(531) Railway operating expenses	3,830,975	4,465,283	3,830,975		14
15		Net revenue from railway operations	549,329	(31,564)	549,329		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	11,156	11,278			16
17		(510) Miscellaneous rent income	18,127	15,780			17
18		(512) Separately operated properties—Profit					18
19		(513) Dividend Income (cost method)	480	53			19
20		(514) Interest Income	28,064	26,961			20
21		(516) Income from sinking and other funds	335	56			21
22		(517) Release of premiums on funded debt	24	24			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous Income	71,900	43,360			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	500	500			25
26		b. Equity in undistributed earnings (losses)	(150)	637			26
27		TOTAL OTHER INCOME (lines 16–26)	130,436	98,649			27
28		TOTAL INCOME (lines 15, 27)	679,765	67,085			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(7,113)	(5,241)			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	(70,915)	(38,992)			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29–35)	(78,028)	(44,233)			36
37		Income available for fixed charges (lines 28, 36)	601,737	22,852			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	58,284	70,685	38
39		(b) Interest in default		0	39
40		(547) Interest on unfunded debt	871	1,069	40
41		(548) Amortization of discount on funded debt	707	889	41
42		TOTAL FIXED CHARGES (lines 38–41)	59,862	72,643	42
43		Income after fixed charges (lines 37, 42)	541,875	(49,791)	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt: (c) Contingent interest	238	245	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit		0	45
46		Income (loss) from continuing operations (before income taxes)	541,637	(50,036)	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	46,470	16,752	47
48		(b) State income taxes	4,304	1,733	48
49		(c) Other income taxes		0	49
50		(557) Provision for deferred taxes	182,689	(51,784)	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47–50)	233,463	(33,299)	51
52		Income from continuing operations (lines 46–51)	308,174	(16,737)	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)		0	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)		0	54
55		Income before extraordinary items (lines 52 + 53 + 54)	308,174	(16,737)	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (net)		0	56
57		(590) Income taxes on extraordinary items		0	57
58		(591) Provision for deferred taxes—Extraordinary items		0	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56–58)	0	0	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$).		0	60
61		Net income (loss) (lines 55 + 59 + 60)	308,174	(16,737)	61
62		Reconciliation of net railway operating income (NROI) Net revenues from railway operations	549,329	(31,564)	62
63		(556) Income taxes on ordinary income (–)	(50,774)	(18,485)	63
64		(557) Provision for deferred income taxes (–)	(182,689)	51,784	64
65		Income from lease of road and equipment (–)	(19,260)	(15,874)	65
66		Rent for leased roads and equipment (+)	26,789	22,405	66
67		Net railway operating income (loss)	323,395	8,266	67

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

220. RETAINED EARNINGS

(Dollars in thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings— unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	2,671,137	3,849	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3		(602) Credit balance transferred from income	308,324		3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	3,587		5
6		TOTAL	311,911		6
		DEBITS			
7		(612) Debit balance transferred from income		150	7
8		(616) Other debits to retained earnings	3,145	(1,874)	8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: common stock	28,000		11
12		Preferred stock (1)			12
13		TOTAL	31,145	(1,724)	13
14		Net increase (decrease) during year (line 6 minus line 13)	280,766	1,724	14
15		Balances at close of year (lines 1, 2 and 14)	2,951,903	5,573	15
16		Balances from line 15(c)	5,573	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	2,957,476	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year—\$ NONE			19
20		Debits during year—\$ NONE			20
21		Balance at close of year—\$ NONE			21
		Amount of assigned Federal income tax consequences:			
22		Account 606—\$ NONE			22
23		Account 616—\$ NONE			23

(1) If any dividends have not been declared on cumulative preferred stock, give 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 (CSXT)	20	10,000,000	9,061,038		9,061,038	181,221		1
2									2
3									3
4	Preferred								4
5									5
6									6
7									7
8									8
9									9
10	TOTAL		10,000,000	9,061,038	-	9,061,038	181,221	-	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year			9,061,038	181,221			1,046,555	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution from Parent								15
16									16
17	Balance at close of year			9,061,038	181,221			1,046,555	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 revenue 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 direct method is used, complete lines 1-41; indirect method, complete lines 10-41. Cash for the purpose of this schedule shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to known amounts of cash and so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Information about all investing and financing activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and noncash aspects of transactions. Examples of noncash investing and transactions include converting debt to equity acquiring assets by assuming directly related liabilities, such as purchasing a building by incurring a mortgage to the seller; obtaining an asset by entering into a capital lease; and exchanging noncash assets liabilities for other noncash assets or liabilities. Some transactions are part cash and part non-cash; 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.

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

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

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	308,174	(16,737)	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	3,309	3,225	11
12		Depreciation and amortization expenses	371,501	354,512	12
13		Increase (decrease) provision for deferred income taxes	182,688	(51,784)	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	153	164	14
15		(Increase) decrease in accounts receivable	33,160	229,236	15
16		(Increase) decrease in materials and supplies, and other current assets	17,677	30,036	16
17		Increase (decrease) in current liabilities other than debt	(204,841)	(20,123)	17
18		Increase (decrease) in other—net	(79,226)	215,821	18
19		Net cash provided from continuing operations	632,595	744,350	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	632,595	744,350	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	35,851	41,222	22
23		Capital expenditures	(568,870) *	(539,363)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	282,720	287,044	25
26		Purchase price of long-term investment and advances	(251,958)	(272,065)	26
27		Net decrease (increase) in sinking and other special funds		597	27
28		Other—net	24,362	(23,445)	28
29		NET CASH USED IN INVESTING ACTIVITIES	(477,895)	(506,010)	29

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	80,495	91,336	30
31		Principal payments of long-term debt	(180,191)	(278,501)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(28,000)	(74,000)	34
35		Other—net — Proceeds from sale/leaseback transaction	(230)	3,266	35
36		NET CASH FROM FINANCING ACTIVITIES	(127,926)	(257,899)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	26,774	(19,559)	37
38		Cash and cash equivalents at beginning of year	309,500	329,059	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR	336,274	309,500	39
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)**	74,436	84,592	40
41		Income taxes (net) **	80,213	55,997	41

* Includes capital expenditures for non-transportation property \$(3,159).

** Only applies if indirect method is adopted.

245. WORKING CAPITAL

(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances	Schedule 200, line 5, column b	6,554	1
2	Customers (706)	Schedule 200, line 6, column b	796	2
3	Other (707)	Note A	3,441	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	11,001	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,380,304	5
6	Rent Income	Note B	135,061	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	4,515,365	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	12,543	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	0.59	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	15.6	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	11,901	11
12	Audited Accounts and Wages Payable (753)	Note A	130,919	12
13	Accounts Payable—Other (754)	Note A	38,149	13
14	Other Taxes Accrued (761.5)	Note A	106,934	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	287,903	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,830,975	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	371,228	17
18	Cash Related Operating Expenses	Line 16 + line 17	3,594,808	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	9,986	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	29	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)		21
22	Cash Working Capital Required	Line 21 x line 19		22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	336,274	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23		24
MATERIALS AND SUPPLIES				
25	Total Materials and Supplies (712)	Note A	115,703	25
26	Scrap and Obsolete Material included in Acct 712	Note A	37	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	115,666	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	115,666	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.



OFFICE OF ECONOMICS
SECTION OF
AUDIT & ACCOUNTING
REPORTING BRANCH

MAY 2 5 02 PM '94

Cindy A. Choate
Assistant Controller

INTERSTATE COMMERCE
COMMISSION
RECEIVED

Quin
500 Water Street-J221
Jacksonville, FL 32202
(904) 359-3602

April 25, 1994

Interstate Commerce Commission
Bureau of Accounts
Washington, D.C. 20423

Gentlemen:

Enclosed is Schedule 250 - Consolidated Information for Revenue Adequacy Determination, of CSX Transportation Inc. to the Interstate Commerce Commission for the year ended December 31, 1993.

Very truly yours,

Cindy A. Choate

CAC/fdj

Enclosure

Road Initials: CSXT Year: 1993

OFFICE OF ECONOMICS
SECTION OF
AUDIT & ACCOUNTING
250 - CONSOLIDATED INFORMATION
REPORTS PRESENTING
FOR REVENUE ADEQUACY DETERMINATION
(Dollars in thousands)

INTERSTATE COMMERCE
COMMISSION
RECEIVED

Line No.	Item (a)	Beginning of year (b)	End of year (c)
1	Adjusted Net Railway Operating Income For Reporting Entity	N/A	
2	Combined/Consolidated Net Railway Operating Income for Reporting Entity		323,395
3	Add: Interest Income from Working Capital Allowance - Cash Portion		
4	Income Taxes Associated with Non-Rail Income and Deductions		4,163
5	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		25,175
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		352,733
6	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	8,473,297	8,638,530
7	Less: Interest During Construction	0	0
8	Other Elements of Investment (if debit balance)	0	0
9	Add: Net Rail Assets of Rail-Related Affiliates		
10	Working Capital Allowance	109,355	115,666
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	8,582,652	8,754,196
12	Less: Accumulated Deferred Income Tax Credits	1,649,409	1,834,125
13	Net Investment Base (Line 11 - 12)	6,933,243	6,920,071

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

Name of Affiliate	Nature of Business
See Attached Sheet	

<u>Name of Affiliate</u>	<u>Nature of Business</u>
Adrian Realty Company	Real Estate
Allegheny and Western Railway Company	Transportation
The Atlantic Land and Improvement Company	Real Estate
The Baltimore and Cumberland Valley Railroad Extension Company	Transportation
The Baltimore & Ohio Chicago Terminal Railroad Company	Transportation
Buffalo, Rochester and Pittsburg Railway Company	Transportation
CSX Capital Management, Inc.	Management Services
The Carrollton Railroad Company	Transportation
Charlotte Docks Company	Transportation
Cincinnati Inter-Terminal Railroad Company	Transportation
The Cleveland Terminal and Valley Railroad Company	Real Estate
Cybernetics and Systems, Inc.	Computer Services
Dayton and Michigan Railroad Company	Transportation
Energy Resources and Logistics, Inc.	Co-generation
Fruit Growers Express Company	Railroad Equipment
Gainesville Midland Railroad Company	Transportation
Holston Land Company, Inc.	Real Estate
The Home Avenue Railroad Company	Transportation
L&N Development Company	Real Estate
L&N Investment Corporation	Real Estate
The Lake Erie and Detroit River Railway Company	Transportation
The Mahoning State Line Railroad Company	Transportation
North Bank Development Company	Real Estate
North Charleston Terminal Company	Transportation
Raceland Car Corporation	Car Construction
Rail Wagons Inc.	Investment
The Real Estate and Improvement Company of Baltimore City	Real Estate
Richmond, Fredericksburg and Potomac Railway Company	Transportation
Seaboard Coast Line Railway Supplies, Inc.	Stockpiling Material
Staten Island - Arlington, Inc.	Real Estate
The Staten Island Railroad Corporation	Transportation
Terminal Realty Baltimore Company	Real Estate Development
Three River's Railroad Company	Transportation
The Toledo Ore Railroad Company	Transportation
Transkentucky Transportation Railroad	Transportation
Transcontinental Terminals, Inc.	Transportation
The Western Railway of Alabama	Transportation

SCHEDULE 250 -- PART B
Determination of Nonrail Taxes

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

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

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

Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity

541,637

- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity

(150)

- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend)

400

= Adjusted Income from continuing operations (before taxes). This represents "A" in item (3) below

541,387

- (2) Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.

Net Railroad Operating Income (Loss) -- Schedule 210, Line 67

323,395

+ Current provisions for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provisions for Deferred Taxes

233,463

+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity

0

+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity

24

- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity

59,862

- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1)

-

= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in item (3) below

497,020

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

91.80

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

8.20

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

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

4,163

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

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

PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES

- (7) This is determined as follows:

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)	4,163
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above)	-
Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)	4,163

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.
6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.
7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10,000.
9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.
10. Do not include the value of securities issued or assumed by respondent.
11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds", 716, "Capital Funds", 721, "Investments and Advances Affiliated Companies", and 717, "Other Funds".
2. Entries in this schedule should be made in accordance with the definitions and general instructions given on Page 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 obligations in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__". Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (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	Akron & Barberton Belt RR Co.	25.00	1
2	721	A-1	VII	Augusta & Summerville Railroad Co.	50.00	2
3	721	A-1	VII	The Belt Rwy. Company of Chicago B	25.00	3
4	721	A-1	VII	Central RR of S.C.	36.47	4
5	721	A-1	VII	Central Transfer Railway & Storage Co. B	50.00	5
6	721	A-1	VII	Chatham Terminal Co. A	50.00	6
7	721	A-1	VII	Lakefront Dock RR Terminal Co.	50.00	7
8	721	A-1	VII	Terminal Railroad Assoc. of St. Louis	12.48	8
9	721	A-1	VII	Nicholas, Fayette & Greenbrier Co.	12.48	9
10	721	A-1	VII	Norfolk & Portsmouth Belt Line RR A	42.86	10
11	721	A-1	VII	Paducah & Illinois RR Co.	33.33	11
12	721	A-1	VII	Three Rivers Railroad	*	12
13	721	A-1	VII	Trailer Train	9.34	13
14	721	A-1	VII	Winston-Salem Southbound Rwy. C	50.00	14
15	721	A-1	VII	Woodstock & Blacton Rwy. Co. B	50.00	15
16				TOTAL CLASS A-1		16
17						17
18	721	A-2	VI	Tylerdale Connecting RR Co.	50.00	18
19				TOTAL CLASS A-2		19
20						20
21	721	A-3	VI	Helm Atlantic Assoc.	50.00	21
22	721	A-3	VI	Green Real Estate	33.33	22
23	721	A-3	VI	CSX Corporation		23
24	721	A-3	VI	International Rivercenter	25.16	24
25	721	A-3	VI	James Center Development Co.	33.33	25
26	721	A-3	VI	New Orleans Rivercenter	38.75	26
27	721	A-3	VI	Wes Jax Development Co.	9.92	27
28	721	A-3	VI	Beaver Street Tower Co.	50.00	28
29						29
30						30
31				TOTAL CLASS A-3		31
32				TOTAL STOCK		32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

*Purchase completed in 1993. Now included in Consolidated Financial Statements.

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 cases of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.
9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).
10. This schedule should not include securities issued or assumed by respondent.

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	28			28				1
2	37			37				2
3	2,915		664	2,251				3
4	67			67			5	4
5	11			11			1	5
6	19			19				6
7	4,625			4,625				7
8								8
9	3,758			3,758				9
10	16			16			432	10
11	3			3				11
12	1		1					12
13	250			250				13
14	623			623			500	14
15	121			121		(121)	6	15
16	12,474		665	11,809		(121)	944	16
17								17
18	20			20				18
19	20			20				19
20								20
21		294		294				21
22	100			100				22
23	280			280			26	23
24	1,865		1,865					24
25	1,500			1,500				25
26	446		446					26
27	50			50				27
28	167			167		(167)		28
29								29
30								30
31	4,408	294	2,311	2,391		(167)	26	31
32	16,902	294	2,976	14,220		(288)	970	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	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		1
2	721	B-1	VII	TOTAL CLASS B-1		2
3						3
4	721	D-1	VII	Helm Atlantic Assoc.		4
5	721	D-1	X	CSX Realty-Boca Grande		5
6	721	D-1	X	CSX Realty-Eckington Yard		6
7	721	D-1	X	CSX Realty-Franklin Point		7
8	721	D-1	VII	Three Rivers Railroad		8
9	721	D-1	X	Trailer Train Co.		9
10				TOTAL CLASS D-1		10
11				TOTAL NOTES		11
12						12
13	721	E-1	VII	Akron & Barberton Belt RR Co.		13
14	721	E-1	VII	Central Transfer Railway & Storage Co.		14
15	721	E-1	VII	Chatham Terminal Co.		15
16	721	E-1	VII	CSX Technology		16
17	721	E-1	VII	Lakefront Dock & RR Terminal Co.		17
18	721	E-1	VII	Nicholas Fayette & Greenbrier RR Co.		18
19	721	E-1	VII	Paducah & Illinois Railway Co.		19
20	721	E-1	VII	Terminal RR Assoc. of St. Louis		20
21	721	E-1	VII	Three Rivers Railroad		21
22				TOTAL CLASS E-1		22
23						23
24						24
25						25
26						26
27	721	E-2	VII	Trailer Train		27
28	721	E-2	VII	Tylerdale Connecting RR Co.		28
29	721	E-2	VII	Winchester & Western Co. Easements		29
30				TOTAL CLASS E-2		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.	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 (j)				
1	378			378				1
2	378			378				2
3								3
4		2,351		2,351				4
5	6,141		124	6,017			546	5
6	12,225			12,225			980	6
7	6,882			6,882			619	7
8	9,100		9,100					8
9	3,932			3,932		(692)	287	9
10	38,280	2,351	9,224	31,407		(692)	2,432	10
11	38,280	2,351	9,224	31,407		(692)	2,432	11
12								12
13	165			165			22	13
14	27	59		86			2	14
15	3			3				15
16	32,231			32,231				16
17	(722)	(8)		(730)				17
18	9,208	493		9,701				18
19	1,024			1,024		(1,214)	112	19
20	1,046	122	209	959		(1,730)	138	20
21	2,290		2,290					21
22	45,272	666	2,499	43,439		(2,944)	274	22
23								23
24								24
25								25
26								26
27								27
28	36	38		74				28
29	36			36				29
30	72	38		110				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-3	VII	CSX Intermodal		1
2	721	E-3	X	Beaver Street Tower		2
3	721	E-3	VIII	Total Distribution Services		3
4				TOTAL CLASS E-3		4
5				TOTAL ADVANCES		5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34				SUMMARY		34
35	721			Stocks		35
36				Bonds		36
37				Unsecured Notes		37
38				Advances		38
39				Other Adjustments		39
40				GRAND TOTAL		40

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

Line No.	Investments and advances				Disposed of: profit (loss) (l)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (j)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	17,221	631	4,565	13,287				1
2	(319)	329		10				2
3	51,665	(459)	798	50,408				3
4	68,567	501	5,363	63,705				4
5	113,911	1,205	7,862	107,254		(2,944)	274	5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35	16,902	294	2,976	14,220		(288)	970	35
36	378			378				36
37	38,280	2,351	9,224	31,407		(672)	2,432	37
38	113,911	1,205	7,862	107,254		(2,944)	274	38
39	(3,904)			(3,904)		3,904		39
40	165,567	3,850	20,062	149,355			3,676	40

NOTES AND REMARKS
(Thousands of Dollars)

Notes for Schedule 310 – Investments and Advances Affiliated Companies:

Page 26 – Column (d):

- A – Subject to a lien under Seaboard Coast Line Railroad Company Consolidated Mortgage, the following stock and bonds are pledged:

	<u>Shares Pledged</u>	<u>Extent of Control Pledged</u>	<u>Book Value Pledged</u>
Page 26:			
Line 6	250	50.00%	\$ 19
Line 10	144	42.86%	16
Line 28	200	50.00%	167

- B – The following are pledged under Louisville & Nashville Railroad Company First and Refunding Mortgage:

Page 26:			
Line 3	2,400	46.15%	\$2251
Line 5	241	96.40%	11
Line 15	1,194	99.50%	121

- C – Deposited with Manufacturer's Hanover Trust Company, Successor Trustee to guarantee performance of W.S.S. Ry. Co. agreement dated July 29, 1909, as supplemented September 30, 1964.

Page 26:			
Line 14	6,221	99.94%	623

Page 26 Other Parties to Joint Control:

Line 01 - Wheeling & Lake Erie and Conrail
Line 02 - Southern Rwy. Co., and C. of Ga. Rwy. Co.
Line 03 - Various Carriers
Line 04 - Various Individuals
Line 05 - Southern Rwy. Co.
Line 06 - C. of Ga. Rwy. Co.
Line 07 - Conrail
Line 08 - Various Carriers
Line 09 - Nicholas Fayette & Greenbrier - Conrail
Line 10 - N&W Rwy. Co., and Southern Rwy. Co.
Line 11 - Burlington Northern RR and Illinois Central Gulf RR Co.
Line 13 - Various Carriers
Line 14 - N&W Rwy. Co.
Line 15 - Alabama Great Southern RR Co.
Line 18 - Conrail
Line 21 - Helm Financial Corp.
Line 22 - Conrail and N&W Rwy. Co.
Line 24 - Southern Pacific Development Co., Hilton Hotels and various individuals
Line 25 - CSX Resources, Inc.
Line 26 - Southern Pacific Land Co. and New Orleans International Hotel
Line 27 - F.E.C. Rwy. Co., and Southern Rwy. Co.
Line 28 - Southern Rwy. Co.
Line 29 - Southern Rwy. Co.
Line 32 - Tevco Transport

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definition 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.
	Carriers: (List specifics for each company)							
1	Winston - Salem Southbound Rwy. Co. - Stock	7,439		(366)			7,073	1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	7,439		(366)			7,073	13
	Noncarrier (List specifics for each company)							
14	James Center Development Co.	(1,500)					(1,500)	14
15	New Orleans Rivercenter	(225)		216		9		15
16	International Rivercenter	(1,865)				1,865		16
17								17
18								18
19	Total Non-Carriers	(3,590)		216		1,874	(1,500)	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	3,849		(150)		1,874	5,573	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 (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged", of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In columns (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes", state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks" below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving location and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS () = Credits

Dollars in Thousands

NOTES to Schedule 330

Balances in Column (B) Lines 1 through 43 have been restated due to the following:

1. Reclassification of Mohoning State Line RR Company from non-consolidated to consolidated.	385
2. Reclassification of Three Rivers RR Company from non-consolidated to consolidated.	13,629
3. Inventory adjustment.	(1,582)

	12,432

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

PROPERTY AND EQUIPMENT

(Dollars in thousands)

Line No.	Cross Check	Account (a)	Balance beginning of year (b)	Expenditures during the year for original road & equipment, & road extensions (c)	Expenditures during the year for purchase of existing lines, re-organizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	186,102		50	1
2		(3) Grading	579,644		47	2
3		(4) Other right-of-way expenditures	2,601		1	3
4		(5) Tunnels and subways	65,227			4
5		(6) Bridges, trestles, and culverts	571,067		7	5
6		(7) Elevated structures				6
7		(8) Ties	1,971,349		31	7
8		(9) Rail and other track material	2,466,480		45	8
9		(11) Ballast	1,154,814		38	9
10		(13) Fences, snow sheds, and signs	5,877			10
11		(16) Station and office buildings	310,104		177	11
12		(17) Roadway buildings	18,802			12
13		(18) Water stations				13
14		(19) Fuel stations	19,261			14
15		(20) Shops and enginehouses	245,908			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	7,618			17
18		(24) Coal and ore wharves	162,121			18
19		(25) TOFC/COFC terminals	115,222			19
20		(26) Communication systems	184,258			20
21		(27) Signals and interlockers	473,452		62	21
22		(29) Power plants	1,773			22
23		(31) Power-transmission systems	22,032			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	155,047			25
26		(39) Public improvements - Construction	78,632		6	26
27		(44) Shop machinery	89,126			27
28		(45) Power-plant machinery	4,113			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	8,890,630		464	30
31		(52) Locomotives	1,346,110			31
32		(53) Freight-train cars	1,933,534			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	64,934			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	67,922			36
37		(58) Miscellaneous equipment	129,966			37
38		(59) Computer systems and word processing equipment	26,804			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	3,571,045			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	191,896			42
43		GRAND TOTAL	12,653,571		464	43

See Notes on Page 31.

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

PROPERTY AND EQUIPMENT - Cont'd.

(Dollars in thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		1,866	2,778	(862)	185,240	1
2		3,492	10,515	(6,976)	572,668	2
3		77	48	30	2,631	3
4		689	884	(195)	65,032	4
5		10,291	5,684	4,614	575,681	5
6						6
7		76,206	126,488	(50,251)	1,921,098	7
8		80,671	106,584	(25,868)	2,440,612	8
9		44,444	60,334	(15,852)	1,138,962	9
10		97	28	69	5,946	10
11		33,775	18,042	15,910	326,014	11
12		370	66	304	19,106	12
13						13
14		3,910	233	3,677	22,938	14
15		13,776	3,874	9,902	255,810	15
16						16
17					7,618	17
18		697	1,025	(328)	161,793	18
19			2,240	(2,240)	112,982	19
20		14,066	3,522	10,544	194,802	20
21		39,083	26,135	13,010	486,462	21
22			431	(431)	1,342	22
23		935	12	923	22,955	23
24						24
25		8,554	2,005	6,549	161,596	25
26		952	1,693	(735)	77,897	26
27		9,819	6,874	2,945	92,071	27
28			92	(92)	4,021	28
29						29
30		343,770	379,587	(35,353)	8,855,277	30
31		120,067	48,854	71,213	1,417,323	31
32		72,913	131,985	(59,072)	1,874,462	32
33					621	33
34			4,008	(4,008)	60,926	34
35					1,154	35
36		5,995	3,561	2,434	70,356	36
37		20,505	9,661	10,844	140,810	37
38		5,431	652	4,779	31,583	38
39		224,911	198,721	26,190	3,597,235	39
40						40
41						41
42		(3,434)		(3,434)	188,462	42
43		565,247	578,308	(12,597)	12,640,974	43

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

(Dollars in thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefore are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f) and (g) data applicable to Lessor property, when the rent therefore is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

equipment increased from others represents less than 5% of total road owned or leased equipment owned, respectively.									
Line No.		Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
			Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
			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	579,644	572,668	0.72	4,983	4,983		1
2	(4)	Other right-of-way expenditures	2,601	2,631	1.54	1	1		2
3	(5)	Tunnels and subways	65,227	65,032	1.15				3
4	(6)	Bridges, trestles, and culverts	571,067	575,681	1.33	1,878	1,878		4
5	(7)	Elevated structures							5
6	(8)	Ties	1,971,349	1,921,098	4.26	1,170	1,170		6
7	(9)	Rail and other track material	2,466,480	2,440,612	2.70	2,702	2,702		7
8	(11)	Ballast	1,154,814	1,138,962	2.72	1,968	1,968		8
9	(13)	Fences, snowsheds, and signs	5,877	5,946	2.00	23	23		9
10	(16)	Station and office buildings	310,104	326,014	2.50	548	548		10
11	(17)	Roadway buildings	18,802	19,106	2.44	3	3		11
12	(18)	Water stations							12
13	(19)	Fuel stations	19,261	22,938	3.70				13
14	(20)	Shops and enginehouses	245,908	255,810	2.44	3	3		14
15	(22)	Storage warehouses							15
16	(23)	Wharves and docks	7,618	7,618	2.86				16
17	(24)	Coal and ore wharves	162,121	161,793	1.59				17
18	(25)	TOFC/COFC terminals	115,222	112,982	2.94				18
19	(26)	Communication systems	184,258	194,802	2.86				19
20	(27)	Signals and interlockers	473,452	486,462	2.56	240	240		20
21	(29)	Power plants	1,773	1,342	1.06				21
22	(31)	Power-transmission systems	22,032	22,955	1.43				22
23	(35)	Miscellaneous structures							23
24	(37)	Roadway machines	155,047	161,596	4.09	11	11		24
25	(39)	Public improvements - Construction	78,632	77,897	1.12				25
26	(44)	Shop machinery	89,126	92,071	3.85				26
27	(45)	Power-plant machinery	4,113	4,021	2.94				27
28		All other road accounts							28
29		Amortization (other than defense projects)							29
30		TOTAL ROAD	8,704,528	8,670,037		13,530	13,530		30
		EQUIPMENT							
31	(52)	Locomotives	1,346,110	1,417,323	3.98				31
32	(53)	Freight-train cars	1,933,534	1,874,462	3.65				32
33	(54)	Passenger-train cars	621	621					33
34	(55)	Highway revenue equipment	64,934	60,926	9.14				34
35	(56)	Floating equipment	1,154	1,154	2.13				35
36	(57)	Work equipment	67,922	70,356	2.93				36
37	(58)	Miscellaneous equipment	129,966	140,810	11.35				37
38	(59)	Computer systems and word processing equipment	26,804	31,583	14.29				38
39		TOTAL EQUIPMENT	3,571,045	3,597,235					39
40		GRAND TOTAL	12,275,573	12,267,272	N/A	13,530	13,530	N/A	40

Beginning balances in column (b) have been restated.
See Notes on Page 31 for explanation.

335. ACCUMULATED DEPRECIATION— ROAD AND EQUIPMENT OWNED AND USED
(Dollars in thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property", during the year relating to owned and used road 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 of depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized 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	179,191	4,113		10,515		172,789	1
2		(4) Other right-of-way exp'ditures	1,524	40		48		1,516	2
3		(5) Tunnels and subways	20,521	739		884		20,376	3
4		(6) Bridges, trestles, and culverts	120,194	7,837		5,434		122,597	4
5		(7) Elevated structures							5
6		(8) Ties	899,557	76,432		138,165		837,824	6
7		(9) Rail and other track material	506,896	52,893		94,951		464,838	7
8		(11) Ballast	386,145	28,947		60,212		354,880	8
9		(13) Fences, snowsheds, and signs	5,508	106		28		5,586	9
10		(16) Station and office buildings	96,423	8,556		18,025		86,954	10
11		(17) Roadway buildings	9,555	452		66		9,941	11
12		(18) Water stations							12
13		(19) Fuel stations	6,538	693		233		6,998	13
14		(20) Shops and enginehouses	114,006	6,118		3,877		116,247	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	5,088	229				5,317	16
17		(24) Coal and ore wharves	111,067	3,260		1,025		113,302	17
18		(25) TOFC/COFC terminals	16,666	3,407		2,240		17,833	18
19		(26) Communication systems	40,313	5,656		3,522		42,447	19
20		(27) Signals and interlockers	153,058	12,437		26,119		139,376	20
21		(29) Power plants	906	20		431		495	21
22		(31) Power-transmission systems	6,738	321		12		7,047	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	46,649	2,972		(1,761)		51,382	24
25		(39) Public improvements-Const.	20,483	883		1,669		19,697	25
26		(44) Shop machinery	30,220	3,515		6,763		26,972	26
27		(45) Power-plant machinery	3,476	119		92		3,503	27
28		All other road accounts							28
29		Amortization (Adjustments)		(10,878)				(10,878)	29
30		TOTAL ROAD	2,780,722	208,867		372,550		2,617,039	30
		EQUIPMENT							
31	*	(52) Locomotives	455,903	59,996		43,811		472,088	31
32	*	(53) Freight-train cars	944,663	67,835		105,186		907,312	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment	14,224	6,660		3,548		17,336	34
35	*	(56) Floating equipment	(6)	25				19	35
36	*	(57) Work equipment	181	2,256		2,469		(32)	36
37	*	(58) Miscellaneous equipment	32,928	18,480		7,918		43,490	37
38		(59) Computer systems and word processing equipment	5,207	4,944		652		9,499	38
39	*	Amortization (Adjustments)		2,165				2,165	39
40		TOTAL EQUIPMENT	1,453,100	162,361		163,584		1,451,877	40
41		GRAND TOTAL	4,233,822	371,228		536,134		4,068,916	41

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

* See Remarks Page 39.

339. ACCRUED LIABILITY - LEASED PROPERTY
(Dollars in thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property", during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account 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)	Retire-ments (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 & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & 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 (1)							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL							40

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

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

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		(a) ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & 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 and word processing equipment				38
39		Amortization Adjustments				39
40		TOTAL EQUIPMENT				40
41		GRAND TOTAL (See Note)				41

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

342. ACCUMULATED DEPRECIATION – IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS
(Dollars in thousands)

1. Enter the required information concerning debits and credits to account 733, "Accumulated Depreciation—Improvements on Leased Property", during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr".
3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39 Grand Total, should be completed.

Line No.	Cross Check	Account	Balance at beginning of year	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year	Line No.
				Charges to operating expenses	Other credits	Retirements	Other debits		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & 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 and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

NOTES AND REMARKS FOR SCHEDULE 335

Dollars in Thousands

() = Debit

Notes to Schedule 335:

Balances in Column (b) Lines 1 through 41 have been restated due to the following:

1. Restatement of Transkentucky Transportation Railroad reserve.	(86)
2. Reclassified reserve carried in 784 to 735	62
3. Reclassification of Mohoning State Line RR Company from non-consolidated to consolidated.	(3)
	<hr/>
	(27)

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 property account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used to compute the depreciation for December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
5. If the total road leased to others is less than 5% of the total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & 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 and word processing equipment				37
38		TOTAL EQUIPMENT				38
39		GRAND TOTAL				39

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

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

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

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

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

Line No.	Cross Check	Account	Balance at beginning of year	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year	Line No.
				Charges to operating expenses	Other credits	Retire-ments	Other debits		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & 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 and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

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

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

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

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

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

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

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road (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 and Subs	16,511	12,640,974	4,068,916	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	93	4
5	P	High Point, Thomasville & Denton RR Co.	34	9,777	3,738	5
6	P	Lake Front Dock and RR Terminal Co.		14,987	7,760	6
7	P	Nicholas, Fayette and Greenbrier RR Co.	28	31,418	6,952	7
8	P	Winston-Salem Southbound Hwy. Co.		27,115	10,898	8
9			62	83,678	29,441	9
10						10
11	O	Chicago, Rock Island & Pacific RR	86	n/a		11
12	O	Central RR of South Carolina	40	468		12
13	O	Dayton & Michigan RR	138	899		13
14						14
15	O	Strouds Creek & Muddlety RR	20	256	7	15
16	O	Southern Hwy.	9	262		16
17	O	Mt. Storm RR (Virginia Elec. Co)	15	3,158		17
18	O	Washington & Franklin	32	520	27	18
19	O	Western & Atlantic RR	137	7,915	1,368	19
20	O	U. S. Steel Corp.	2	159		20
21			479	13,537	1,402	21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	17,052	12,738,289	4,099,759	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	185,240		2,081	107	1
2		(3) Grading	572,668		10,320	4,983	2
3		(4) Other right-of-way expenditures	2,631		238	1	3
4		(5) Tunnels and subways	65,032		1,100		4
5		(6) Bridges, trestles, and culverts	575,681		2,560	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	1,921,098		17,555	1,170	7
8		(9) Rail and other track material	2,440,612		25,848	2,702	8
9		(11) Ballast	1,138,962		11,250	1,968	9
10		(13) Fences, snow sheds, and signs	5,946		64	23	10
11		(16) Station and office buildings	326,014		818	548	11
12		(17) Roadway buildings	19,106		17	3	12
13		(18) Water stations					13
14		(19) Fuel stations	22,938		83		14
15		(20) Shops and enginehouses	255,810		396	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	7,618				17
18		(24) Coal and ore wharves	161,793		8,342		18
19		(25) TOFC/COFC terminals	112,982		2		19
20		(26) Communication systems	194,802		109		20
21		(27) Signals and interlockers	486,462		1,683	240	21
22		(29) Power plants	1,342				22
23		(31) Power-transmission systems	22,955		195		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	161,596		283		25
26		(39) Public improvements - Construction	77,897		555	11	26
27		(44) Shop machinery	92,071				27
28		(45) Power-plant machinery	4,021				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	8,855,277		83,499	13,637	31
32		(52) Locomotives	1,417,323				32
33		(53) Freight-train cars	1,874,462		16		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	60,926				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	70,356				37
38		(58) Miscellaneous equipment	140,810		163		38
39		(59) Computer systems & word processing equipment	31,583				39
40		TOTAL EQUIPMENT	3,597,235		179		40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	188,462				43
44		GRAND TOTAL	12,640,974		83,678	13,637	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

CROSS-CHECKS

SCHEDULE 410

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

SCHEDULE 210

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

SCHEDULE 412

Lines 136 thru 138 column (f)
 Lines 118 thru 123, and 130 thru 135 column (f)

= Line 29 column (b)
 = Line 29, column (c)

SCHEDULE 414

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

= Line 19, columns (b) thru (d)
 = Line 19, columns (e) thru (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) thru (d) plus line 24,
 columns (e) thru (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 thru 307 and 320, column (f) (equal to or
 greater than, but variance cannot exceed line 320,
 column (f))

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

SCHEDULE 417

Line 507, column (f)
 Line 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 (f)
 = Line 2, column (f)
 = Line 3, column (f)
 = Line 4, column (f)
 = Line 5, column (f)
 = Line 6, column (f)
 = Line 7, column (f)
 = Line 8, column (f)
 = Line 9, column (f)
 = Line 10, column (f)
 = Line 11, column (f)

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 Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
(a)										
WAY AND STRUCTURES ADMINISTRATION										
1		Track	8,932	1,688	2,564	643	13,827		13,827	1
2		Bridge and Building	4,446	779	1,322	434	6,981		6,981	2
3		Signal	7,762	2,232	3,767	639	14,400		14,400	3
4		Communication	(40)	88	5	69	122		122	4
5		Other	19,348	5,850	4,672	6,202	36,072		36,072	5
REPAIR AND MAINTENANCE										
6		Roadway – Running	20,254	4,536	6,339	806	31,935		31,935	6
7		Roadway – Switching	5,285	726	2,375	67	8,453		8,453	7
8		Tunnels and Subways – Running	58	13	970		1,041		1,041	8
9		Tunnels and Subways – Switching	2	579			581		581	9
10		Bridges and Culverts – Running	12,356	1,599	1,948	2,700	18,603		18,603	10
11		Bridges and Culverts – Switching	136	52	36	5	229		229	11
12		Ties – Running	1,870	(247)	(46)	8	1,585		1,585	12
13		Ties – Switching	1,120	214	23	10	1,367		1,367	13
14		Rail and Other Track Material – Running	24,300	11,684	9,816	(1,455)	44,345		44,345	14
15		Rail and Other Track Material – Switching	8,357	2,700	117		11,174		11,174	15
16		Ballast – Running	7,820	346	548	179	8,893		8,893	16
17		Ballast – Switching	821	39	1	11	872		872	17
18		Road Property Damaged – Running	1,768	46	(362)	13	1,465		1,465	18
19		Road Property Damaged – Switching	296	13	12	3	324		324	19
20		Road Property Damaged – Other								20
21		Signal and Interlockers – Running	27,316	13,255	5,520	1,720	47,811		47,811	21
22		Signal and Interlockers – Switching	5,787	841	130		6,758		6,758	22
23		Communications Systems	12,687	6,402	452	487	20,028		20,028	23
24		Power Systems	718	1			719		719	24
25		Highway Grade Crossings – Running	4,332	2,886	1,048	12	8,278		8,278	25
26		Highway Grade Crossings – Switching	124	5		1	130		130	26
27		Station and Office Buildings	3,519	1,661	2,822	101	8,103		8,103	27
28		Shop Buildings – Locomotives	2,935	1,524	1,737	156	6,352		6,352	28
29		Shop Buildings – Freight Cars	1,223	270	302	21	1,816	N/A	1,816	29
30		Shop Buildings – Other Equipment	1,747	2,022	1,782	3	5,554		5,554	30

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE – Continued								
101		Locomotive Servicing Facilities	322	288	1		611		611	101
102		Miscellaneous Buildings and Structures	1,015	179	6	118	1,318		1,318	102
103		Coal Terminals	15	786	267		1,068	N/A	1,068	103
104		Ore Terminals	293	125	122		540	N/A	540	104
105		Other Marine Terminals	10	101	128		239	N/A	239	105
106		TOFC/COFC – Terminals	3	112			115	N/A	115	106
107		Motor Vehicle Loading and Distribution Facilities	3	1			4	N/A	4	107
108		Facilities for Other Specialized Service Operations	1	32			33	N/A	33	108
109		Roadway Machines	1,366	7,835	818	(1,792)	8,227		8,227	109
110		Small Tools and Supplies	251	(2,725)	4	16	(2,454)		(2,454)	110
111		Snow Removal	1,759	31	8	14	1,812		1,812	111
112		Fringe Benefits – Running	N/A	N/A	N/A	56,398	56,398		56,398	112
113		Fringe Benefits – Switching	N/A	N/A	N/A	(984)	(984)		(984)	113
114		Fringe Benefits – Other	N/A	N/A	N/A	29,180	29,180		29,180	114
115		Casualties and Insurance – Running	N/A	N/A	N/A	22,320	22,320		22,320	115
116		Casualties and Insurance – Switching	N/A	N/A	N/A					116
117		Casualties and Insurance – Other	N/A	N/A	N/A	2,465	2,465		2,465	117
118	*	Lease Rentals – Debit – Running	N/A	N/A	25,684	N/A	25,684		25,684	118
119	*	Lease Rentals – Debit – Switching	N/A	N/A		N/A				119
120	*	Lease Rentals – Debit – Other	N/A	N/A	10,744	N/A	10,744		10,744	120
121	*	Lease Rentals – [Credit] – Running	N/A	N/A	(18,198)	N/A	(18,198)		(18,198)	121
122	*	Lease Rentals – [Credit] – Switching	N/A	N/A		N/A				122
123	*	Lease Rentals – [Credit] – Other	N/A	N/A	(2,728)	N/A	(2,728)		(2,728)	123
124		Joint Facility Rent – Debit – Running	N/A	N/A	76	N/A	76		76	124
125		Joint Facility Rent – Debit – Switching	N/A	N/A		N/A				125
126		Joint Facility Rent – Debit – Other	N/A	N/A		N/A				126
127		Joint Facility Rent – [Credit] – Running	N/A	N/A	1	N/A	1		1	127
128		Joint Facility Rent – [Credit] – Switching	N/A	N/A	(1)	N/A	(1)		(1)	128
129		Joint Facility Rent – [Credit] – Other	N/A	N/A	(121)	N/A	(121)		(121)	129
130	*	Other Rents – Debit – Running	N/A	N/A		N/A				130
131	*	Other Rents – Debit – Switching	N/A	N/A		N/A				131
132	*	Other Rents – Debit – Other	N/A	N/A		N/A				132
133	*	Other Rents – [Credit] – Running	N/A	N/A		N/A				133

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in thousands)									
Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
		REPAIR AND MAINTENANCE - Continued							
134	*	Other Rents - [Credit] - Switching	N/A	N/A		N/A			134
135	*	Other Rents - [Credit] - Other	N/A	N/A		N/A			135
136	*	Depreciation - Running	N/A	N/A	N/A	148,672	148,672		148,672
137	*	Depreciation - Switching	N/A	N/A	N/A				137
138	*	Depreciation - Other	N/A	N/A	N/A	56,853	56,853		56,853
139		Joint Facility - Debit - Running	N/A	N/A	(8)	N/A	(8)		(8)
140		Joint Facility - Debit - Switching	N/A	N/A		N/A			140
141		Joint Facility - Debit - Other	N/A	N/A		N/A			141
142		Joint Facility - [Credit] - Running	N/A	N/A	(1)	N/A	(1)		(1)
143		Joint Facility - [Credit] - Switching	N/A	N/A	(200)	N/A	(200)		(200)
144		Joint Facility - [Credit] - Other	N/A	N/A	(10,047)	N/A	(10,047)		(10,047)
145		Dismantling Retired Road Property - Running	159	20	1	20	200		200
146		Dismantling Retired Road Property - Switching	42	2		1	45		45
147		Dismantling Retired Road Property - Other	22		(6)		16		16
148		Other - Running	2,797	1,269	5,822	52	9,940		9,940
149		Other - Switching	414	32			446		446
150		Other - Other	297	109	(1)	(4,746)	(4,341)		(4,341)
151		TOTAL WAY AND STRUCTURES	194,048	70,001	60,271	321,422	645,742		645,742
		EQUIPMENT							
		LOCOMOTIVES							
201		Administration	2,751						
202	*	Repair and Maintenance	76,643	(396)	4,158	2,277	8,790		8,790
203	*	Machinery Repair	909	124,131	4,334	1,839	206,947		206,947
204		Equipment Damaged	342	2,110	83		3,102		3,102
205		Fringe Benefits			(480)		(138)		(138)
206		Other Casualties and Insurance	N/A	N/A	N/A	36,427	36,427		36,427
207	*	Lease Rentals - Debit	N/A	N/A	N/A	22,282	22,282		22,282
208	*	Lease Rentals - [Credit]	N/A	N/A	42,401	N/A	42,401		42,401
209		Joint Facility Rent - Debit	N/A	N/A	(2,713)	N/A	(2,713)		(2,713)
210		Joint Facility Rent - [Credit]	N/A	N/A		N/A			
211	*	Other Rents - Debit	N/A	N/A		N/A			
212	*	Other Rents - [Credit]	N/A	N/A		N/A			
213	*	Depreciation	N/A	N/A	N/A	59,297	59,297		59,297
214		Joint Facility - Debit	N/A	N/A		N/A			
215		Joint Facility - [Credit]	N/A	N/A		N/A			
216	*	Repairs Billed to Others - [Credit]	N/A	N/A		N/A			

410. RAILWAY OPERATING EXPENSES – Continued
(Dollars in thousands)

Line No.	Cross Check	Name of railway operating expense (a)	Freight				Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
217		LOCOMOTIVES – Continued							
218		Dismantling Retired Property							217
219		Other	2	1	114	(18,673)	(18,556)	(18,556)	218
220		TOTAL LOCOMOTIVES	80,647	125,846	47,897	103,449	357,839	357,839	219
221		FREIGHT CARS							
222		Administration	6,862	(6,777)	5,620	11,099	16,804	16,804	220
223		Repair and Maintenance	62,442	70,165	44,311	(735)	176,183	176,183	221
224		Machinery Repair	749	284	257	5	1,295	1,295	222
225		Equipment Damaged		(1,283)	6,333		5,050	5,050	223
226		Fringe Benefits	N/A	N/A	N/A	30,447	30,447	30,447	224
227		Other Casualties and Insurance	N/A	N/A	N/A	37,158	37,158	37,158	225
228		Lease Rentals – Debit	N/A	N/A	134,400	N/A	134,400	134,400	226
229		Lease Rentals – [Credit]	N/A	N/A		N/A			227
230		Joint Facility Rent – Debit	N/A	N/A		N/A			228
231		Joint Facility Rent – [Credit]	N/A	N/A		N/A			229
232		Other Rents – Debit	N/A	N/A	313,016	N/A	313,016	313,016	230
233		Other Rents – [Credit]	N/A	N/A	(108,731)	N/A	(108,731)	(108,731)	231
234		Depreciation	N/A	N/A	N/A	75,281	75,281	75,281	232
235		Joint Facility – Debit	N/A	N/A		N/A			233
236		Joint Facility – [Credit]	N/A	N/A		N/A			234
237		Repairs Billed to Others – [Credit]	N/A	N/A	(61,898)	N/A	(61,898)	(61,898)	235
238		Dismantling Retired Property							236
239		Other	2		(24,027)	(24)	(24,049)	(24,049)	237
240		TOTAL FREIGHT CARS	70,055	62,389	309,281	153,231	594,956	594,956	238
241		OTHER EQUIPMENT							
242		Administration	1,347	35	602	73	2,057	2,057	301
243		Repair and Maintenance							
244		Trucks, Trailers & Containers – Revenue Service			3		3	3	302
245		Floating Equipment – Revenue Service							303
246		Passenger and Other Revenue Equipment			3		3	3	304
247		Computer Systems and Word Processing Equip		97	37		134	134	305
248		Machinery	541	3,183	1,480	16	5,220	5,220	306
249		Work and Other Non – Revenue Equipment	273	8,023	5,990	275	14,561	14,561	307
250		Equipment Damaged							308
251		Fringe Benefits	N/A	N/A	N/A	2,041	2,041	2,041	309
252		Other Casualties and Insurance	N/A	N/A	N/A	523	523	523	310
253		Lease Rentals – Debit	N/A	N/A	9,700	N/A	9,700	9,700	311
254		Lease Rentals – [Credit]	N/A	N/A	(2,397)	N/A	(2,397)	(2,397)	312

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT - Continued								
313		Joint Facility Rent - Debit	N/A	N/A		N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A		N/A				314
315	*	Other Rents - Debit	N/A	N/A	1,252	N/A	1,252		1,252	315
316	*	Other Rents - [Credit]	N/A	N/A	(173)	N/A	(173)		(173)	316
317	*	Depreciation	N/A	N/A		31,125	31,125		31,125	317
318		Joint Facility - Debit	N/A	N/A		N/A				318
319		Joint Facility - [Credit]	N/A	N/A		N/A				319
320	*	Repairs Billed to Others - [Credit]	N/A	N/A		N/A				320
321		Dismantling Retired Property	1				1		1	321
322		Other				(15,705)	(15,705)		(15,705)	322
323		TOTAL OTHER EQUIPMENT	2,162	11,338	16,497	18,348	48,345		48,345	323
324		TOTAL EQUIPMENT	152,864	199,573	373,675	275,028	1,001,140		1,001,140	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	24,969	1,885	2,481	6,327	35,662		35,662	401
402		Engine Crews	109,652	17	4	6,025	115,698		115,698	402
403		Train Crews	221,144	59	341	24,224	245,768		245,768	403
404		Dispatching Trains	28,407	88	304	413	29,212		29,212	404
405		Operating Signals and Interlockers	164				164		164	405
406		Operating Drawbridges	3,714	1	3	42	3,760		3,760	406
407		Highway Crossing Protection	92	353	6,923		7,368		7,368	407
408		Train Inspection and Lubrication	36,362	3,979	2,083	(3,505)	38,919		38,919	408
409		Locomotive Fuel		198,530	1	(138)	198,393		198,393	409
410		Electric Power Purchased or Produced for Motive Power								
411		Servicing Locomotives	18,483	1,454	1,816	158	21,911		21,911	410
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					411
413		Clearing Wrecks	868	8	5,505	5	6,386		6,386	412
414		Fringe Benefits	N/A	N/A	N/A	149,108	149,108		149,108	413
415		Other Casualties and Insurance	N/A	N/A	N/A	28,016	28,016		28,016	414
416		Joint Facility - Debit	N/A	N/A	32,100	N/A	32,100		32,100	415
417		Joint Facility - [Credit]	N/A	N/A	(1,207)	N/A	(1,207)		(1,207)	416
418		Other	8,891	299	(278)	(1,180)	7,732		7,732	417
419		TOTAL TRAIN OPERATIONS	452,746	206,673	50,076	209,495	918,990		918,990	418
		YARD OPERATIONS								
420		Administration	17,990	1,166	2,770	1,459	23,385		23,385	419
421		Switch Crews	136,797	1,704	4,038	1,807	144,346		144,346	420
										421

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		YARD OPERATIONS - Continued								
422		Controlling Operations	19,568	149	1,743	75	21,535		21,535	422
423		Yard and Terminal Clerical	20,540	22	20	114	20,696		20,696	423
424		Operating Switches, Signals, Retarders and Humps		4	1	4	65		65	424
425		Locomotive Fuel	56	24,648			24,648		24,648	425
426		Electric Power Purchased or Produced for Motive Power								
427		Servicing Locomotives	8,457	21	4	14	8,496		8,496	426
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					427
429		Clearing Wrecks	571	4	2,436	3	3,014		3,014	428
430		Fringe Benefits	N/A	N/A	N/A	69,329	69,329		69,329	429
431		Other Casualties and Insurance	N/A	N/A	N/A	27,777	27,777		27,777	430
432		Joint Facility - Debit	N/A	N/A	1	N/A	1		1	431
433		Joint Facility - [Credit]	N/A	N/A	(46,784)	N/A	(46,784)		(46,784)	432
434		Other	740	43	1,796	22	2,601		2,601	433
435		TOTAL YARD OPERATIONS	204,719	27,761	(33,975)	100,604	299,109		299,109	434
		TRAIN AND YARD OPERATIONS COMMON								435
501		Cleaning Car Interiors	541	26	4,361	N/A	4,928		4,928	501
502		Adjusting and Transferring Loads	4,240	5	260	N/A	4,505	N/A	4,505	502
503		Car Loading Devices and Grain Doors		587	N/A	N/A	587	N/A	587	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	9,537	9,537		9,537	504
505		Fringe Benefits	N/A	N/A	N/A	(568)	(568)		(568)	505
506		TOTAL TRAIN & YD. OPERATIONS COMMON	4,781	618	4,621	8,969	18,989		18,989	506
		SPECIALIZED SERVICE OPERATIONS								
507	•	Administration						N/A		507
508	•	Pickup and Delivery and Marine Line Haul	50	1	21,382	1	21,434	N/A	21,434	508
509	•	Loading and Unloading and Local Marine	8,896	1,219	38,093	445	48,653	N/A	48,653	509
510	•	Protective Services			4,522		4,522	N/A	4,522	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	3,509	3,509	N/A	3,509	512
513	•	Casualties and Insurance	N/A	N/A	N/A			N/A		513
514	•	Joint Facility - Debit	N/A	N/A		N/A		N/A		514
515	•	Joint Facility - [Credit]	N/A	N/A		N/A		N/A		515
516	•	Other						N/A		516
517	•	TOTAL SPECIALIZED SERVICES OPERATIONS	8,946	1,220	63,997	3,955	78,118		78,118	517

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

410. RAILWAY OPERATING EXPENSES - Concluded (Dollars in thousands)									
Line No.	Cross Check	Name of railway operating expense (a)	Freight				Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)			
ADMINISTRATIVE SUPPORT OPERATIONS									
518		Administration	15,952	1,622	168	3,067	20,809	20,809	518
519		Employees Performing Clerical & Acctg. Functions	53,777	1,417	3,747	16,042	74,983	74,983	519
520		Communication Systems Operation	302				302	302	520
521		Loss and Damage Claims Processing	673	1	1,913	57	2,644	2,644	521
522		Fringe Benefits	N/A	N/A	N/A	36,813	36,813	36,813	522
523		Casualties and Insurance	N/A	N/A	N/A				523
524		Joint Facility - Debit	N/A	N/A		N/A			524
525		Joint Facility - [Credit]	N/A	N/A		N/A			525
526		Other			389	(7,660)	(7,271)	(7,271)	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	70,704	3,040	6,217	48,319	128,280	128,280	527
528		TOTAL TRANSPORTATION	741,896	239,312	90,936	371,342	1,443,486	1,443,486	528
GENERAL AND ADMINISTRATIVE									
601		Officers - General Administration	11,497	2,141	3,289	212,575	229,502	229,502	601
602		Accounting, Auditing and Finance	38,074	1,204	319	1,477	41,074	41,074	602
603		Management Services and Data Processing	245	198	158,568	167	159,178	159,178	603
604		Marketing	11,994	98	495	1,150	13,737	13,737	604
605		Sales	25,308	133	544	2,919	28,904	28,904	605
606		Industrial Development	1,894	9	18	238	2,159	2,159	606
607		Personnel and Labor Relations	27,020	306	1,450	2,264	31,040	31,040	607
608		Legal and Secretarial	11,641	187	22,628	1,531	35,987	35,987	608
609		Public Relations and Advertising	1,804	122	1,383	786	4,095	4,095	609
610		Research and Development	1,816	9	10	228	2,063	2,063	610
611		Fringe Benefits	N/A	N/A	N/A	98,112	98,112	98,112	611
612		Casualties and Insurance	N/A	N/A	N/A	(488)	(488)	(488)	612
613		Write-down of Uncollectible Accounts	N/A	N/A	N/A	(3,989)	(3,989)	(3,989)	613
614		Property Taxes	N/A	N/A	N/A	43,605	43,605	43,605	614
615		Other Taxes Except on Corporate Income or Payroll	N/A	N/A	N/A	28,387	28,387	28,387	615
616		Joint Facility - Debit	N/A	N/A	6,349	N/A	6,349	6,349	616
617		Joint Facility - [Credit]	N/A	N/A	6	N/A	6	6	617
618		Other	(2,360)	1,832	14,468	6,967	20,887	20,887	618
619		TOTAL GENERAL AND ADMINISTRATIVE	128,913	6,239	208,524	395,929	740,608	740,608	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,217,721	515,125	734,408	1,363,721	3,830,975	3,830,975	620

412. WAY AND STRUCTURES
(Dollars in thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137 and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29 should balance to 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 for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item: the net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1 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	3,791		(322)	2
3		4	Other right-of-way expenditures	55		15	3
4		5	Tunnels and subways	714		(24)	4
5		6	Bridges, trestles and culverts	7,091		(746)	5
6		7	Elevated structures				6
7		8	Ties	71,465		(4,967)	7
8		9	Rail and other track material	50,388		(2,505)	8
9		11	Ballast	26,819		(2,129)	9
10		13	Fences, snowsheds and signs	309		203	10
11		16	Station and office buildings	9,074		518	11
12		17	Roadway buildings	515		63	12
13		18	Water stations				13
14		19	Fuel stations	505		(188)	14
15		20	Shops and enginehouses	7,385		1,267	15
16		22	Storage warehouses				16
17		23	Wharves and docks	7		(222)	17
18		24	Coal and ore wharves	3,914		654	18
19		25	TOFC/COFC terminals	3,079		(328)	19
20		26	Communications systems	5,402		(254)	20
21		27	Signals and interlockers	11,682		(755)	21
22		29	Power plants	25		5	22
23		31	Power transmission systems	297		(24)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	1,944		(1,028)	25
26		39	Public improvements: construction	666		(217)	26
27		45	Power plant machines	398		279	27
28		--	Other lease/rentals	N/A	15,502	N/A	28
29		--	TOTAL	205,525	15,502	(10,705)	29

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT

(Dollars in thousands)

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

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

Line No.	Cross Check	Type of equipment (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)	
1		CAR TYPES							1
2		Box-Plain 40 Foot							2
3		Box-Plain 50 Foot and Longer		132	656	7,405	4,968	22,428	3
4		Box-Equipped		6,761	18,392		10,175	34,226	4
5		Gondola-Plain		645	1,911	54	1,803	4,145	5
6		Gondola-Equipped		2,331	11,107		783	3,082	6
7		Hopper-Covered		2,446	11,286	34,035	7,486	19,770	7
8		Hopper-Open Top-General Service		2,033	8,063		2,722	4,358	8
9		Hopper-Open Top-Special Service			1,254		68	320	9
10		Refrigerator-Mechanical		3,092	9,081	1,849	1,770	4,889	10
11		Refrigerator-Non-Mechanical		398	1,438	96	1,701	2,870	11
12		Fiat TOFC/COFC							12
13		Fiat Multi-Level		33	60	30,449	1,506	4,769	13
14		Fiat-General Service					1,022	318	14
15		Fiat-Other		50	239	8,316	4,871	3,827	15
16		Tank-Under 22,000 Gallons				35,006	0		16
17		Tank-22,000 Gallons and Over				25,282			17
18		All Other Freight Cars		727	3,881	972		6,059	18
19		Auto Rack			22,715		1,463	22,957	19
20		TOTAL FREIGHT TRAIN CARS		18,648	90,083	143,464	35,534	134,018	20
21		OTHER FREIGHT-CARRYING EQUIPMENT							21
22		Refrigerated Trailers							22
23		Other Trailers							23
24		Refrigerated Containers							24
25		Other Containers							25
	*	TOTAL TRAILERS AND CONTAINERS							
		GRAND TOTAL (LINES 19 AND 24)		18,648	90,083	143,464	35,534	134,018	

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in schedule schedule 415, Equipment Damaged from Schedule 410, line 204.
- (b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
- (c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery—Other Equipment (line 40), plus Work and Other Non—Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 308.

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

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

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.
Depreciation charges reported on columns (c) and (d) will balance to Schedule 410, column (f), as follows:
 - (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213.
 - (b) Freight Cars, line 24 plus line 39 compared to schedule 410, line 232.
 - (c) Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery—Other Equipment (line 40); and Work and Other Non—Revenue Equipment (line 41) compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.
6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.
 - (b) Freight Cars, line 24 plus 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).
 - (c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of Equipment Used But Not Owned when the rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the Cost of Equipment Owned and Leased to Others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

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

The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h), of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE – EQUIPMENT
(Dollars in thousands)

Line No.	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive—Yard	22,764	580			1
2		Diesel Locomotive—Road	184,183	45,758	5,666	(2,437)	2
3		Other Locomotive—Yard					3
4		Other Locomotive—Road		5,555			4
5	*	TOTAL	206,947	51,893	5,666	(2,437)	5
		FREIGHT TRAIN CARS					
6		Box—Plain 40 Foot		273		23	6
7		Box—Plain 50 Foot and Longer	304	1,834	1,520	156	7
8		Box—Equipped	21,679	8,981	245	765	8
9		Gondola—Plain	798	2,887		246	9
10		Gondola—Equipped	10,811	2,856		243	10
11		Hopper—Covered	19,595	11,907		1,014	11
12		Hopper—Open Top—General Service	27,292	25,110		2,139	12
13		Hopper—Open Top—Special Service	2,815	6,349		550	13
14		Refrigerator—Mechanical		237		20	14
15		Refrigerator—Nonmechanical	6,131				15
16		Flat TOFC/COFC					16
17		Flat Multi-level	38	15		1	17
18		Flat—General Service		32		3	18
19		Flat—Other	434	481		41	19
20		All Other Freight Cars	7,354	1,134		97	20
21		Caboose		947		81	21
22		Auto Racks	17,034	8,572	564	730	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	114,285	71,615	2,329	6,109	24
		OTHER EQUIPMENT—REVENUE					
25		Refrigerated Trailers					25
26		Other Trailers		6,660			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)	3				31
32	*	TOTAL HIGHWAY EQUIPMENT	3	6,660			32
		FLOATING EQUIPMENT—REVENUE					
33		Marine Line—Haul		25			33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT		25			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	3				36
37	*	Computer systems and word processing equip.	134	4,944			37
38	*	Machinery—Locomotives ¹	3,102	1,738		(90)	38
39	*	Machinery—Freight Cars ²	1,295	1,337		(69)	39
40	*	Machinery—Other Equipment ³	5,220	267		(14)	40
41	*	Work and Other Non-revenue Equipment	14,561	19,031	198	(1,507)	41
42		TOTAL OTHER EQUIPMENT	24,315	27,317	198	(1,680)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	345,550	157,510	8,193	1,992	43

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

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

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

415. SUPPORTING SCHEDULE – EQUIPMENT – Continued
(Dollars in thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		92	15,676		7,140		1
2		39,596	1,186,288	76,494	422,188	11,942	2
3							3
4			138,865		30,818		4
5		39,688	1,340,829	76,494	460,146	11,942	5
6			7,658		2,385		6
7		6,320	75,954	14,006	36,597	3,408	7
8		6,548	203,878	2,545	104,961	648	8
9		18,229	81,020		46,119		9
10		30,019	79,433		19,084		10
11		25,398	305,140		136,768		11
12		25,752	596,667		316,474		12
13		3,870	132,571		56,437		13
14		9,359	121,820		105,668		14
15							15
16							16
17			512		1,590		17
18			903		2,385		18
19		990	15,949		8,747		19
20		374	32,905		13,518		20
21		3	20,919		11,132		21
22		7,538	173,669	8,913	38,965	2,426	22
23							23
24		134,400	1,848,998	25,464	900,830	6,482	24
25							25
26		(94)	60,926		17,336		26
27							27
28							28
29							29
30							30
31							31
32		(94)	60,926		17,336		32
33			1,154		19		33
34							34
35			1,154		19		35
36			621				36
37			31,583		9,499		37
38			47,877		14,025		38
39			36,828		10,789		39
40		1,388	7,366		2,158		40
41		7,088	209,895	1,271	42,397	1,061	41
42		8,476	334,170	1,271	78,868	1,061	42
43		182,470	3,586,077	103,229	1,457,199	19,485	43

¹The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

²The depreciation to be reported on lines 38, 39 and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (j). This calculation should equal the amount shown in column (i), 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.
			Inv. Base (c)	Accum. depr. (d)	Depr. rate % (e)	Inv. Base (f)	Accum. depr. (g)	Depr. rate % (h)	Inv. Base (i)	Current year Amort. (j)	Accum. Amort. (k)	Inv. Base (l)	Accum. Depr. & Amort. (m)	
1	I	3	216,513	58,399	0.72							216,513	58,399	1
2		8	664,980	296,890	4.83							664,980	296,890	2
3		9	986,289	144,050	2.70							986,289	144,050	3
4		11	448,412	119,352	2.72							448,412	119,352	4
5	Sub - Total		2,296,194	618,491								2,296,194	618,491	5
6	II	3	233,384	82,950	0.72							233,384	82,950	6
7		8	804,149	319,808	4.13							804,149	319,808	7
8		9	981,918	155,275	2.70							981,918	155,275	8
9		11	455,864	128,862	2.72							455,864	128,862	9
10	Sub - Total		2,475,115	686,885								2,475,115	686,885	10
11	III	3	25,094	N/A	N/A		N/A	N/A		N/A	N/A	25,094		11
12		8	87,478	N/A	N/A		N/A	N/A		N/A	N/A	87,478		12
13		9	100,526	N/A	N/A		N/A	N/A		N/A	N/A	100,526		13
14		11	53,032	N/A	N/A		N/A	N/A		N/A	N/A	53,032		14
15	Sub - Total		286,130	N/A	N/A		N/A	N/A		N/A	N/A	286,130		15
16	IV	3	92,513	24,953	0.72							92,513	24,953	16
17		8	362,441	126,772	3.43							362,441	126,772	17
18		9	359,401	61,551	2.70							359,401	61,551	18
19		11	166,782	50,998	2.72							166,782	50,998	19
20	Sub - Total		981,137	264,274								981,137	264,274	20
21	V	3	5,164	1,393	0.72							5,164	1,393	21
22		8	2,050	7,078	3.43							2,050	7,078	22
23		9	32,478	3,436	2.70							32,478	3,436	23
24		11	15,072	2,846	2.72							15,072	2,846	24
25	Sub - Total		54,764	14,751								54,764	14,751	25
26	GRAND TOTAL		6,073,340	1,564,201	N/A			N/A				6,073,340	1,564,201	26

- (1) Columns (c) + (f) + (i) = Column 12.
 Columns (d) + (g) + (k) = Column 13.
 (2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9, and 11 shown at year end on Schedule 330 and Schedule 330A.

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION
(Dollars in thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b - i)	Line No.
1	*	Administration										1
2	*	Pick up and delivery, marine line haul	96						N/A	21,368	21,434	2
3	*	Loading and unloading and local marine	9,888		6,597	1,965	1,888	28,317	N/A		48,653	3
4	*	Protective services, total debits and credits	620						3,902		4,522	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	12		2,578	767	152				3,509	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL	10,694		9,175	2,732	2,040	28,317	3,902	21,368	78,118	11

Schedule 418³

Instruction:

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

Column

- (a) = primary account number and title for which capital lease amounts are included therein.
- (b) = the total investment in that primary account
- (c) = the investment in capital leases at the end of the year.
- (d) = the current year amortization.
- (e) = the accumulated amortization relating to the leased properties.

418. SUPPORTING SCHEDULE – CAPITAL LEASES
(Dollars in thousands)

Primary Account Number And Title	Total Investment At End Of Year	Capital Leases		
		Investment At End Of Year	Current Year Amortization	Accumulated Amortization
(a)	(b)	(c)	(d)	(e)
52 - Locomotives	1,417,323	76,494	5,666	11,942
53 - Freight Cars	1,874,462	25,464	2,329	6,482
57 - Work Equipment	70,356	1,271	198	1,061
GRAND TOTAL	3,362,141	103,229	8,193	19,485

450. ANALYSIS OF TAXES
(Dollars in thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	71,645	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	46,470	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	46,470	4
5		Railroad Retirement	293,271	5
6		Hospital Insurance	22,688	6
7		Supplemental Annuities	15,209	7
8		Unemployment Insurance	10,658	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	388,296	10
11		Total Railway Taxes	459,941	11

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	2,331,649	98,227		2,429,876	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.	(101,612)	986		(100,626)	4
5	Other (Specify)					5
6	Claims and contingency reserves	(80,767)	(130)		(80,897)	6
7	Reserve for separation pay	(296,663)	64,450		(232,213)	7
8	Pier sales	(4,479)	291		(4,188)	8
9	Other temporary differences	(96,505)	4,979	2,027	(89,499)	9
10						10
11						11
12	Federal Effect of State	(88,573)	(8,354)		(96,927)	12
13						13
14	State Deferred Income Taxes	260,508	16,427		276,935	14
15						15
16						16
17	Other Credits	(147,996)	(20,140)		(168,136)	17
18	Investment Tax Credit*	(126,153)	25,953		(100,200)	18
19	TOTALS	1,649,409	182,689	2,027	1,834,125	19

NOTE: Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 1,937,114 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 102,989.

450. ANALYSIS OF TAXES – Continued
(Dollars in thousands)

***Footnotes:**

1. If Flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ -0-
 If deferral method for investment tax credit was elected:
 (1) Indicate amount of credit utilized as a reduction of tax liability for current year _____ \$ _____
 (2) Deduct amount of current year's credit applied to a reduction of tax liability but deferred for accounting purposes _____ \$ _____
 (3) Balance of current year's credit used to reduce current year's tax accrual _____ \$ _____
 (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual _____ \$ _____
 (5) Total decrease in current year's tax accrual resulting from use of investment tax credits _____ \$ _____

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made _____ \$ None

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

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Profit from Land Sale		21,108	1
2		Gain on Sale of Investment		25,658	2
3		Amortization of S. Florida Gain		19,982	3
4		Other— Each Less than 10% of Net Income		5,152	4
5		Total Account 519		71,900	5
6					6
7					7
8	551	Expenses for Penalties and Fines	2,869		8
9		Fees on Sale of Accounts Receivable	43,804		9
10		Cogeneration Expenses	6,213		10
11		Other— Each Less than 10% of Net Income	18,029		11
12		Total Account 551	70,915		12
13					13
14					14
15	606/616	Adjustment Between Distributed Equity and Undistributed Equity for Certain Investments (See Schedule 310—A)	1,874	1,874	15
16					16
17					17
18					18
19					19
20	616	Minimum Pension Liability Adjustment		3,587	20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS
(Dollars in thousands)

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

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Assoc. of St. Louis	Refunding & Improvement Mtg.	7,787 + interest	Note 1	1
2	Guarantors: CSXT; BN; ICG; MKT;	Bonds, Series C, 4% due 7/1/2019			2
3	MP; N&W; SOU; SSW				3
4					4
5	City of New Orleans, LA	Under the terms of the New Orleans	100 and interest	Joint	5
6	Guarantors: CSXT; ICG; L&A; SOU;	Union Pass. Term. Agreement			6
7	T&NO; T&P; MP	dated 10/22/47, CSXT and 6 other			7
8		railroads severally guarantee payments			8
9		as and when due principal; interest			9
10		and expense of City of New Orleans			10
11		Union Passenger Term. Revenue			11
12		Bonds due serially to 1/1/98.			12
13					13
14					14
15	Express Marine Transp.	Barge Debt 10 - 1/4% - Due	16,653 & interest	Sole	15
16	Guarantor: CSXT	May 11, 2004			16
17					17
18					18
19	Sealand	Rolling Stock Lease Obligation	174,401	Sole	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29	NOTE 1: As to Refunding and Improving Mortgage Bonds Series C, this company guarantees to the extent of 1/14				29
30	only, the interest and sinking fund payments.				30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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

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

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

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

NONE

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

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

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L 39	87,389
3	765 / 767	Funded Debt Unmatured	Sch. 200, L 41	145,990
4	766	Equipment Obligations	Sch. 200, L 42	342,870
5	766.5	Capitalized Lease Obligations	Sch. 200, L 43	105,369
6	768	Debt in Default	Sch. 200, L 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L 45	135,481
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L 46	(1,432)
9		Total Debt	Sum L 1-8	815,667
10		Debt Directly Related to Road Property	Note 1.	165,729
11		Debt Directly Related to Equipment	Note 1.	512,893
12		Total Debt Directly Related to Road and Equipment	Sum L 10 and 11	678,622
13		Percent Directly Related to Road	L 10 ÷ L 12 (2 decimals)	24.42%
14		Percent Directly Related to Equipment	L 11 ÷ L 12 (2 decimals)	75.58%
15		Debt Not Directly Related to Road or Equipment	L 9 minus L 12	127,045
16		Road Property Debt (Note 2)	(L 13 x L 15) plus L 10	199,195
17		Equipment Debt (Note 2)	(L 14 x L 15) plus L 11	616,472

II. Interest Accrued During Year:

Line #	Account No.	Title	Source	Balance at Close of year
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L 42	59,862
19	546	Contingent Interest On Funded Debt	Sch. 210, L 44	238
20	517	Release of Premiums on Funded Debt	Sch. 210, L 22	24
21		Total Interest (Note 3)	(L 18 + L 19) - L 20	60,076
22		Interest Directly Related to Road Property Debt	Note 4.	999
23		Interest Directly Related to Equipment Debt	Note 4.	49,509
24		Interest Not Directly Related to Road or Equipment Property Debt	L 21 - (L 22 + L 23)	9,568
25		Interest On Road Property Debt (Note 5)	L 22 + (L 24 x L 13)	3,336
26		Interest On Equipment Debt (Note 5)	L 23 + (L 24 x L 14)	56,740
27		Embedded Rate of Debt Capital - Road Property	L 25 div. by L 16	1.67%
28		Embedded Rate of Debt Capital - Equipment	L 26 div. by L 17	9.20%

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 type of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers' salaries and other common costs between affiliated companies.

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

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

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of the 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 (e) the percent of affiliate's gross income derived from transactions with the respondent.

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (000's) (d)	Amount due from or to related parties (e)	Line No.
1	CSX Corporation		Controlled	Management Fees	198,532	22,400 P	1
2	CSX Corporation		Controlled	Interest Income	9,878	R	2
3	CSX Corporation		Controlled	Interest Expense	8,582	P	3
4	CSX Corporation		Controlled	Dividends	28,000	P	4
5	CSX Corporation		Controlled	Management Fees	835	211 R	5
6	CSX Corporation		Controlled	Federal Income Taxes	46,470	P	6
7	CSX Intermodal		Common	Operating Agreement	154,452	13,388 R	7
8	CSX Intermodal		Common	Operating Lease	21,113	11,212 P	8
9	CSX Realty		Common	Interest Income	2,146	958 R	9
10	CSX Technology		Common	Management Fees	169,401	10,125 P	10
11	CSX Technology		Common	Interest Income	598	R	11
12	CSX Trade Receivable Corp.		Common	Allowance Uncollectable Accts. Rec	16,120	3,245 R	12
13	CSX Trade Receivable Corp.		Common	Sale of Receivable	44,201	555,799 P	13
14	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	33,006	P	14
15							15
16							16
17							17
18							18
19							19
20	Augusta & Summerville		Direct	Management Fees	300	R	20
21	Green Real Estate		Direct	Management Fees	446	R	21
22	High Point Thomasville & Denton		Indirect	Management Fees	22,554	R	22
23	Winston Salem Southbound		Direct	Management Fees	67,663	R	23
24							24
25							25

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc.

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of running tracks				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	15,978	2,296	70	2,167	1,787	5,589	27,887	1
2	1J	1/4					18	13	31	2
3	1J	1/3				1		20	21	3
4	1J	2/5						3	3	4
5	1J	1/2	103	78		68	13	121	383	5
6	1J	2/3	2				2	10	14	6
7	TOTAL CLASS 1		16,083	2,374	70	2,236	1,820	5,756	28,339	7
8										8
9										9
10	2	100%	178	17	1	17	39	31	283	10
11	2J	1/2	105			7	25		137	11
12	2	Canada	145			14	8	24	191	12
13	TOTAL CLASS 2		428	17	1	38	72	55	611	13
14										14
15										15
16	3A	100%	139	15	2	36	2	64	258	16
17	3AJ	1/2						1	1	17
18	3B	100%	340	35		50	45	155	625	18
19	3BJ	1/3		3					3	19
20	TOTAL CLASS 3		479	53	2	86	47	220	887	20
21										21
22										22
23	4B	100%	94			10	72	1	177	23
24	4BJ	1/2	8						8	24
25	TOTAL CLASS 4		102			10	72	1	185	25
26										26
27										27
28	5	100%	1,434	263	12	71	110	408	2,298	28
29	5J	1/3				1			1	29
30	5J	1/2	2						2	30
31	5	Canada	251	233		22	1	14	521	31
32	TOTAL CLASS 5		1,687	496	12	94	111	422	2,822	32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57	GRAND TOTAL		18,779	2,940	85	2,464	2,122	6,454	32,844	57
58	Miles of electrified road or track included in 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 owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h).
Mileage should be reported to the nearest WHOLE mile adjusted to a cord 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	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line Owned	Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, etc.	Line Operated Under Trackage Rights	Total Mileage Operated	Line Owned, Not Operated By Respondent	New Line Constructed During Year	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1		Alabama	1,138				78	1,216	44		1
2		District of Columbia	11				9	20			2
3		Delaware	23					23			3
4		Florida	1,849			84	47	1,780	33		4
5		Georgia	1,510		118		74	1,702	130		5
6		Illinois	503	1	86		67	657	1		6
7		Indiana	1,038				100	1,138	17		7
8		Kentucky	1,792	66	3	10	13	1,874	10		8
9		Louisiana	35				8	43			9
10		Maryland	399	13	5		17	434			10
11		Michigan	736				75	811	6		11
12		Mississippi	74					74			12
13		Missouri					4	4			13
14		New York					113	113			14
15		North Carolina	1,085			8	52	1,145			15
16		Ohio	1,067		139		263	1,469	63		16
17		Pennsylvania	456	48	27		177	708	20		17
18		South Carolina	1,273		40		12	1,325	7		18
19		Tennessee	894		16		49	959	87		19
20		Virginia	966	30	9		139	1,144			20
21		West Virginia	1,444	125	36		139	1,744	104		21
22											22
23		Canada (Ontario)		145			251	396			23
24											24
25											25
26											26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (single track)	16,083	428	479	102	1,687	18,779	522		32

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

710. INVENTORY OF EQUIPMENT UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS														
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including 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)) (See Ins. 7)	Aggregate capacity of units reported in col. (i) (See Ins. 7)	Leased to others (j)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units * acquired & rebuilt units rewritten into properly accounts (e)	All other units including reclassification & second hand units purchased or leased from others (f)							
1		Locomotive Units	2,407	69	6			131	1,829	522	2,351	7,209,590	1	1
2		Diesel-freight units												2
3		Diesel-passenger units	187					71	73	43	116	192,100		3
4		Diesel-multi purpose units	186					21	150	15	165	287,700		4
5	*	Diesel-switching units	2,780	69	6			223	2,052	580	2,632	7,689,390	1	5
6	*	Total (lines 1 to 4) units												6
7	*	Electric-locomotives												7
8	*	Other self-powered units												8
9	*	Total (lines 5, 6 & 7)	2,780	69	6			223	2,052	580	2,632	7,689,390	1	9
10	*	Auxiliary units	185					7	178		178	N/A		10
	*	TOTAL LOCOMOTIVE UNITS Units (lines 8 & 9)	2,965	69	6			230	2,230	580	2,810	N/A	1	10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING															
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1970 (b)	During Calendar Year					1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)	Total (l)	Line No.
				Between											
				Jan. 1, 1970 and Dec. 31, 1974 (c)	Jan. 1, 1975 and Dec. 31, 1979 (d)	Jan. 1, 1980 and Dec. 31, 1984 (e)	Jan. 1, 1985 and Dec. 31, 1989 (f)	Between Jan. 1, 1990 and Dec. 31, 1994 (l)							
11	*	Diesel	309	618	644	425	312	53	109	87	75		2,632	11	
12	*	Electric												12	
13	*	Other self-powered units												13	
14	*	Total (lines 11 to 13)	309	618	644	425	312	53	109	87	75		2,632	14	
15	*	Auxiliary units	1	15		13	99	50					178	15	
16	*	Total Locomotive Units (lines 14 & 15)	310	633	644	438	411	103	109	87	75	N/A	2,810	16	

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

Line No.	Cross Check	Type or design of units (a)	During Calendar Year					Total (j)	Line No.
			Before Jan. 1, 1970 (b)	Between Jan. 1, 1970 and Dec. 31, 1974 (c)	Between Jan. 1, 1975 and Dec. 31, 1979 (d)	Between Jan. 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1989 (f)		
11	*	Diesel	309	618	644	425	312	2,632	11
12	*	Electric							12
13	*	Other self-powered units							13
14	*	Total (lines 11 to 13)	309	618	644	425	312	2,632	14
15	*	Auxiliary units	1	15		13	99	178	15
16	*	Total Locomotive Units (lines 14 & 15)	310	633	644	438	411	2,810	16

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent in col. (i) & (j) (see Ins. 7)	Aggregate capacity of units of reported in col. (i) (see Ins. 7)	Leased to others (l)	Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & 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												17
18		Non-Self-Propelled Coaches [PA, PB, PBO]												18
19		Combined cars [All class C, except CSB]												19
20		Parlor cars [PBC, PC, PL, PO]												20
21		Sleeping cars [PS, PT, PAS, PDS]	31					31						21
22		Dining, grill & tavern cars [All class D, PD]												22
23		Non-passenger - carrying cars [All class B, CSB, M, PSA, IA]												23
24		TOTAL (lines 17 to 22)	31					31				N/A		24
25		Self-Propelled Electric passenger cars [EP, ET]												25
26		Electric combined cars [EC]												26
27		Internal combustion rail motorcars [ED, EG]												27
28		Other self-propelled cars (Specify types)												28
29		TOTAL (lines 24 to 27)												29
30		TOTAL (lines 23 and 28)	31					31						30
31		COMPANY SERVICE CARS												31
32		Business cars [PV]												32
33		Board outfit cars [MWX]	199				31		31		31	N/A		33
34		Derrick & snow removal cars [MWU, MWV, MWV, MWK]	92						92		92	N/A		34
35		Dump and ballast cars [MWB, MWD]	1,425						1425		1,425	N/A		35
36		Other maintenance and service equipment cars	4,343						4343		4,343	N/A		36
37		TOTAL (lines 30 to 34)	6,090				31		6,090		6,090	N/A		37

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 (f). Units rented from others for a period less than one year should not be included in column (f).

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED TO 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, incl. reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B100 - B287)	8						36
37		Plain box cars - 50' and longer (B300 - B887)	610						37
38		Equipped box cars (All code A) Except A 5	15,020					360	38
39		Plain gondola cars (All codes G & J-1, J-2, J-3 & J-4)	9,171					1	39
40		Equipped gondola cars (All code E)	12,246		7			8,007	40
41		Covered hopper cars (All code C 1 C 2)	19,770					39	41
42		Open top hopper cars-general service (All code H)	37,236					49	42
43		Open top hopper cars-special service (All codes K, J-0)	5,150						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	1,992						45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	354						46
47		Flat cars - multi-level (All code V)	7,299					715	47
48		Flat cars-general service F10 , F20 , F30	4						48
49		Flat cars-other F 1 , F 2 , F 3 , F 4 , F 5 , F 6 , F 7 , F 8 , F40	2,513					29	49
50		Tank cars-under 22,000 ga. (T-0, T-1, T-2, T-3, T-4, T-5)	11						50
51		Tank cars-22,000 ga. & over (T-6, T-7, T-8, T-9)	3						51
52		All other freight cars A 5_ (All code L & Q8)	2,232					26	52
53		TOTAL (lines 36 to 52)	113,619		7			9,226	53
54		Caboose (All code M-930)	N/A	662					54
55		TOTAL (lines 53 & 54)	113,619	662	7			9,226	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 carry customarily.

5. Time mileage cars refer 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 TO OTHERS

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (ii))		Aggregate capacity of units reported in columns (k) & (l) (see Ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(ii)	(k)	(l)	(m)	(n)	
36		3	5		5		275		36
37		461	143	6	149		11,477		37
38		522	9,733	5,125	14,858		1,139,695		38
39		8,184	979	9	988		89,512		39
40		644	5,667	13,949	19,616		1,932,921		40
41		1,001	11,034	7,774	18,808		1,865,995		41
42		6,173	22,615	8,497	31,112		3,058,022		42
43		334	3,467	1,349	4,816		454,783		43
44									44
45		26	41	1,925	1,966		139,369		45
46			142	212	354		89,335		46
47		32	14	7,968	7,982		304,376		47
48		1		3	3		223		48
49		478	341	1,723	2,064		177,407		49
50		1		10	10		633		50
51				3	3		295		51
52		439	1,755	64	1,819		141,837		52
53		18,299	55,936	48,617	104,553	0	9,406,155	0	53
54		79	583		N/A	583	N/A		54
55		18,378	56,519	48,617	104,553	583	9,406,155	0	55

710. INVENTORY OF EQUIPMENT – Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED TO 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 or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	2					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	1					57
58		TOTAL (lines 56 & 57)	N/A	3					58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1_,Z67_, Z68 ,Z69	1,978		333				59
60		Dry van U2 ,Z2 ,Z6 ,1-6	9,737		200	245		1,722	60
61		Flat bed U3 ,Z3	1						61
62		Open top U4 ,Z4							62
63		Mechanical refrigerator U5 ,Z5	591						63
64		Bulk U0 & Z0	560					10	64
65		Insulated U7 ,Z7	667		333				65
66		Tank ¹ Z0 ,U6							66
67		Other trailer and container (Special Equipped Dry Van U9 ,Z8 & Z9)	60						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	13,594		866	245		1,732	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56			2		N/A	2			56
57			1		N/A	1			57
58			3		N/A	3			58
59			1,051	1,260	2,311				59
60			3,566	8,338	11,904				60
61		1							61
62									62
63		8	583		583				63
64			570		570				64
65		3	699	298	997				65
66									66
67		54	3	3	6				67
68									68
69									69
70		66	6,472	9,899	16,371				70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in thousands)

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	D226 Locomotive Dash 8-40CW	66	15,126	88,195	Trust	1
2	D226 Locomotive Dash 9-44CW	3	15,126	3,924	Trust	2
3	D226 Locomotive Dash 8-40CW	6	15,126	8,166	L	3
4						4
5	Z276 Trailers	245	1,862	3,503	P	5
6	Z131 Chassis	333	1,582	3,330	P	6
7	U277 Containers	200	850	1,829	P	7
8	U777 Containers Containers (Vented)	333	1,115	2,123	P	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	1,186	N/A	111,070	N/A	25
REBUILT UNITS						
26	Bi-Level Racks	848		25,674		26
27	Tri-Level Racks	226		11,550		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	1,074	N/A	37,224	N/A	38
39	GRAND TOTAL	2,260	N/A	148,294	N/A	39

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

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

Track category¹

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

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

2. This schedule should include all class 1, 2, 3 or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	6,853	30.82	48.03	26.1	1
2	B	7,900	12.21	44.29	38.3	2
3	C	3,685	2.63	36.27	115.8	3
4	D	3,511	0.40	21.59	33.6	4
5	E	8,073	XXXXXX	XXXXXX		5
6	TOTAL	30,022	14.46	40.43	213.8	6
7	F		XXXXXX	XXXXXX		7
8	Potential abandonments	2,036	2.66	35.22	11.8	8

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

NOTE: During the current reporting year respondent had 4,357 miles of track used in combination freight and passenger service.

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 considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply storage and seasoning yards, and in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

9	Average cost per cross tie	\$ 18.46	and switch tie (MBM)	\$ 755.78
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722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in thousands)

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.

T - Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGETIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of new cross ties laid 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	25,479	16.73	426	364,809.36	900	329	NEW	1
2	T	3,054						SH	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	28,533		426	364,809.36	900	329		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					6.84			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						4.20		22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid on foreign lines and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail—miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail				Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	391.55	2.15	31.39	9.12	422.94	11.27	2.60	1		
2	B	42.31	0.97	196.56	5.30	238.87	6.27	2.56	2		
3	C	1.05	0.86	61.33	7.40	62.38	8.26	11.69	3		
4	D	9.72	1.01	18.00	3.30	27.72	4.31	13.46	4		
5	E	1.67	1.41	47.24	7.60	48.91	9.01	15.56	5		
6	TOTAL	446.30	6.40	354.52	32.72	800.82	39.12	4.66	6		
7	F								7		
8	Potential abandonments	1.07	0.77	12.35	2.60	13.42	3.37	20.01	8		

9 Average cost of new and relay rail laid in replacement per gross ton : \$529.94. New \$77.54 relay.

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

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

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

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

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid for legn 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 distribution of the rail should not be included in this schedule.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc. during year (d)	Average cost per ton (2,000 lb.) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)				
1	2	115	4	2	475	115	6	3	452	1	
2										2	
3	2	132	98	49	475	132	57	26	452	3	
4										4	
5	2	136	165	76	475	136	15	7	452	5	
6										6	
7	4	100	9	1	65	100	15	1	69	7	
8										8	
9	4	112	1		65					9	
10										10	
11	4	115	180	13	65	115	524	38	69	11	
12										12	
13	4	122	142	10	65	122	18	1	69	13	
14										14	
15	4	131	3		65					15	
16										16	
17	4	132	876	55	65	132	164	10	69	17	
18										18	
19	4	136	76	5	65	136	94	6	69	19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	Total	N/A	1,554	211	135.78	N/A	893	92	103.02	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									6.84	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									4.20	35
36	Track—miles of welded rail installed on system this year: 400.41; total to date 20,584.68.										36

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	75	23.05			1
2	80	23.51			2
3	85	135.21			3
4	90	214.62			4
5	100	1,332.93			5
6	105	42.15			6
7	110	72.54			7
8	112	819.34			8
9	115	2,938.43			9
10	122	2,222.58			10
11	130	135.41			11
12	131	1,374.61			12
13	132	5,973.41			13
14	133	4.73			14
15	136	1,348.75			15
16	140	430.59			16
17	155	0.60			17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	17,092.46			48

726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.
 2. In columns (d), (e), (f), (g) and (h) 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)		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	700,764	3,113,319	3.5	4.7	434.21	6.34	541,379	2,397	35.0	1
2	B	561,037	2,653,758	2.4	3.5	245.14	3.10	432,064	1,913	33.3	2
3	C	291,044	860,017	2.7	2.4	70.64	1.92	163,520	724	11.7	3
4	D	144,022	335,814	1.4	1.0	32.03	0.91	50,592	224	6.4	4
5	E	339,545	1,313,762	1.4	0.3	57.92	0.72	297,454	1,317	16.3	5
6	TOTAL	2,036,412	8,276,670	2.3	3.1	839.94	2.80	1,485,009	6,575	21.9	6
7	F										7
8	Potential abandonments	104,395	496,625	1.7	2.5	16.79	0.82	36,137	160	3.7	8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service (a)	Diesel		Line No.
		Diesel oil (gallons)		
1	Freight	310,651,784	(b)	1
2	Passenger	—		2
3	Yard switching	38,395,164		3
4	TOTAL	349,046,948		4
5	COST OF FUEL \$(000)	223,041		5
6	Work Train	1,195,730		6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is the movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions 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 passenger traffic, 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 locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.
- (F) Train switching locomotive-miles shall be computed at the rate of 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 to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles & miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car miles in item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in item 5-05.
- (I) Exclude from item 4-10, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty miles basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.
- (K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 lbs). 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). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude i.c.t. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.
- (M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.
- (O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for Railway Commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives which engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc., when a tariff provision requires the shipper-motor carrier, etc., and not the railroad to perform that service. Note: the count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads, whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the code of car hire rules.

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	18,779	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	3,400,985	XXXXXX	2
3		2-02 Way Trains	5,170,416	XXXXXX	3
4		2-03 Through Trains	57,449,659	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	66,000,460	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	66,000,460	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	9,613,529	XXXXXX	8
9		3-02 Way Trains	10,317,658	XXXXXX	9
10		3-03 Through Trains	123,768,785	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	143,699,972	XXXXXX	11
12		3-11 Train Switching (F)	594,282	XXXXXX	12
13		3-21 Yard Switching (G)	11,321,766	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	155,616,020	XXXXXX	14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	1	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	52,274	XXXXXX	16
17		4-012 Box-Equipped	167,311	XXXXXX	17
18		4-013 Gondola-Plain	17,539	XXXXXX	18
19		4-014 Gondola-Equipped	164,303	XXXXXX	19
20		4-015 Hopper-Covered	184,436	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	263,260	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	26,573	XXXXXX	22
23		4-018 Refrigerator-Mechanical	8,564	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	28,029	XXXXXX	24
25		4-020 Flat-TOFC/COFC	58,735	XXXXXX	25
26		4-021 Flat-Multi-Level	26,595	XXXXXX	26
27		4-022 Flat-General Service	664	XXXXXX	27
28		4-023 Flat-All Other	19,306	XXXXXX	28
29		4-024 All Other Car Types-Total	9,989	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,027,579	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	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot	2	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	36,191	XXXXXX	32
33		4-112 Box-Equipped	136,381	XXXXXX	33
34		4-113 Gondola-Plain	14,902	XXXXXX	34
35		4-114 Gondola Equipped	148,342	XXXXXX	35
36		4-115 Hopper-Covered	167,472	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	246,442	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	28,380	XXXXXX	38
39		4-118 Refrigerator-Mechanical	5,533	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	24,391	XXXXXX	40
41		4-120 Flat-TOFC/COFC	8,921	XXXXXX	41
42		4-121 Flat-Multi-level	17,165	XXXXXX	42
43		4-122 Flat-General Service	724	XXXXXX	43
44		4-123 Flat-All Other	19,908	XXXXXX	44
45		4-124 All Other Car Types	10,283	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	865,037	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	20,922	XXXXXX	48
49		4-132 Box-Equipped	1,246	XXXXXX	49
50		4-133 Gondola-Plain	40,835	XXXXXX	50
51		4-134 Gondola-Equipped	5,077	XXXXXX	51
52		4-135 Hopper-Covered	153,142	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	69,920	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	135,741	XXXXXX	54
55		4-138 Refrigerator-Mechanical	8,277	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,948	XXXXXX	56
57		4-140 Flat-TOFC/COFC	294,370	XXXXXX	57
58		4-141 Flat-Multi-level	166,193	XXXXXX	58
59		4-142 Flat-General Service	32	XXXXXX	59
60		4-143 Flat-All Other	15,476	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	118,526	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	64,573	XXXXXX	62
63		4-146 All Other Car Types	4,334	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,103,612	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item Description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars - Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	10,367	XXXXXX	66
67		4-152 Box-Equipped	1,198	XXXXXX	67
68		4-153 Gondola-Plain	40,940	XXXXXX	68
69		4-154 Gondola-Equipped	5,456	XXXXXX	69
70		4-155 Hopper-Covered	153,443	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	70,488	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	138,875	XXXXXX	72
73		4-158 Refrigerator-Mechanical	7,588	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	5,236	XXXXXX	74
75		4-160 Flat-TOFC/COFC	27,116	XXXXXX	75
76		4-161 Flat-Multi-level	97,059	XXXXXX	76
77		4-162 Flat-General Service	27	XXXXXX	77
78		4-163 Flat-All Other	16,131	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	126,079	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	68,170	XXXXXX	80
81		4-166 All Other Car Types	3,313	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	771,486	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	54,102	XXXXXX	83
84		4-18 No Payment Car-Miles (I) ¹	129,089	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit-Trains	299,125	XXXXXX	85
86		4-192 Way-Trains	193,640	XXXXXX	86
87		4-193 Through Trains	3,458,140	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	3,950,905	XXXXXX	88
89		4-20 Caboose Miles	2,959	XXXXXX	89

¹ Total number of loaded miles 0 and empty miles 0 by roadtrailer 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.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	23,965,368		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	26,400,825	XXXXXX	99
100		6-021 Way Trains	9,927,673	XXXXXX	100
101		6-022 Through Trains	257,174,695	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	3,396,807	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	320,865,368		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	356,306	XXXXXX	105
106		7-02 Non-Revenue	2,391	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	358,697	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	145,100,000	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	145,100,000	XXXXXX	110
111		8-04 Non-Revenue-Road Service	787,388	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	787,388	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	145,887,388	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	3,001,880	XXXXXX	115
116		9-02 Train Switching	39,625	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1,886,961	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	405,266	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	1,694,814	XXXXXX	120
121		12-02 Way Trains	5,591,399	XXXXXX	121
122		12-03 Through Trains	6,261,492	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trls & Cntrs Lded & Unided (Q)		XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unided	3,132,819	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered		XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	6,826,482	XXXXXX	126
127		16-02 Marine Terminals-Ore	3,292,822	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,119,304	XXXXXX	129
		17. Number of Foreign Per Diam Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	24,113	XXXXXX	130
131		17-02 Unserviceable	61	XXXXXX	131
132		17-03 Surplus	1,053	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	25,227	XXXXXX	133

NOTE: Data in lines 98 - 104, Gross Ton-Miles reflect total workload performed by the respondent including CSX Intermodal Inc., while lines 108 - 114, Ton-Miles of Freight are exclusive of results for CSX Intermodal Inc.

VERIFICATION

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

OATH

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

State of FLORIDA
 County of DUVAL
F. J. FAVORITE makes oath and says that he is VICE PRESIDENT & 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 duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept, that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission, that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including JANUARY 1, 1993 to and including DECEMBER 31, 1993

F. J. Favorite
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 31ST day of MARCH, 19 94. My commission expires NOTARY PUBLIC, STATE OF FLORIDA.

Use an
 L S
 impression seal

MY COMMISSION EXPIRES: Sept. 15, 1995.
 BONDED THRU NOTARY PUBLIC UNDERWRITERS.

Angelia C. Goodell
 (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
A. R. CARPENTER makes oath and says that he is PRESIDENT & CEO
 (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 has carefully examined the foregoing report, that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including JANUARY 1, 1993 to and including DECEMBER 31, 1993

A. R. Carpenter
 (signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and County above named, this 31ST day of MARCH, 19 94. My commission expires NOTARY PUBLIC, STATE OF FLORIDA.

Use an
 L S
 impression seal

MY COMMISSION EXPIRES: Sept. 15, 1995.
 BONDED THRU NOTARY PUBLIC UNDERWRITERS.

Angelia C. Goodell
 (signature of officer authorized to administer oaths)

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