

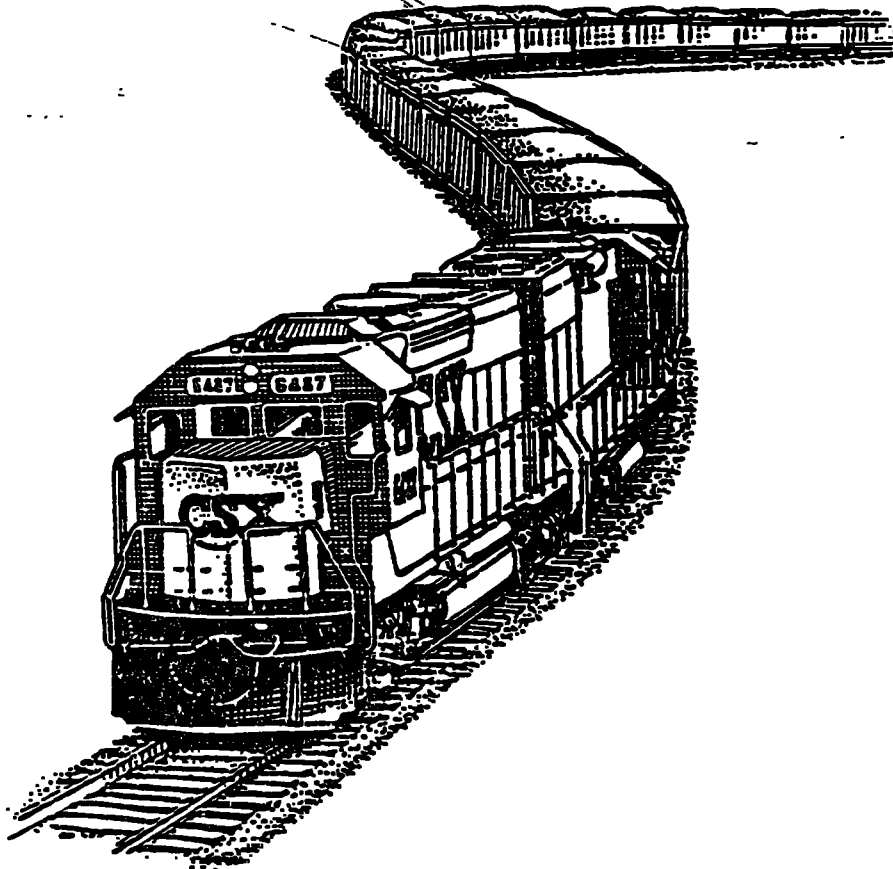
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DUPLICATE

# Annual Report

to the  
Interstate Commerce Commission  
for the year ended  
December 30, 1994



OFFICE OF ECONOMICS  
SECTION OF  
AUDITING AND ACCOUNTING  
REPORT NO. 1011  
APR 3 2 33 PM '95  
ENTERED  
COMM. DIV.  
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, Office of Economics, 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 1 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. 11941. (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 Office of Economics 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 as 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, preferable at the inner margin: attachments by pins or clips is insufficient.

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 \$1000 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 operating revenues of \$250,000,000 or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$250,000,00 but in excess of \$20,000,000.

Class III companies are those having annual operating revenues of \$20,000,000 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 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 or Title 49, Code of Federal Regulations, as amended.

**ANNUAL REPORT**

of

**CSX TRANSPORTATION, INC.**

to the

**INTERSTATE COMMERCE COMMISSION**

for the

**YEAR ENDED DECEMBER 30, 1994**

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

(Name) J. C. FEESER (Title) ASSISTANT CONTROLLER

(Telephone number) 904 359-2443  
(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 Rail Road Extension Company  
 The Baltimore & Ohio Chicago Terminal Railroad Company  
 Buffalo, Rochester and Pittsburg Railway Company  
 CSX Capital Management, Inc.  
 The Carrollton Railroad  
 Charlotte Docks Company  
 The 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.  
 FGMR, Inc.  
 Fruit Growers Express Company  
 Gainesville Midland Railroad Company  
 Holston Land Company, Inc.  
 The Home Avenue Railroad Company  
 Hooker Atlanta 7 Corporation  
 Hooker Barnes Homes - J.V.  
 Hooker Barnes 7 - Partnership  
 Hooker Core, Inc.  
 Hooker Homes, Inc.  
 H & M Ventures - Partnership  
 Hooker Projects, Inc.  
 Hooker Silver, Inc.  
 Hooker Ten, Inc.  
 L&N Development Company  
 L&N Investment Corporation  
 The Lake Erie and Detroit River Railway Company  
 The Mahoning State Line Railroad Company  
 Nona Barnes, Inc.  
 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 Company  
 Seaboard Coast Line Railway Supplies, Inc.  
 Staten Island - Arlington, Inc.  
 The Staten Island Railroad Corporation  
 Terminal Realty Baltimore Company  
 Three Rivers Railway Company  
 The Toledo Ore Railroad Company  
 Transkentucky Transportation Railroad, Inc.  
 Transcontinental Terminals, Inc.  
 Westfork Properties, 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.:

NONE

**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 30, 1994
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 (e)	Preferred (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
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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 case.
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.
<b>Current Assets</b>						
1		701	Cash			1
2		702	Temporary Cash Investments	510,065	336,274	2
3		703	Special Deposits	75	65	3
<b>Accounts Receivable</b>						
4		704	– Loan and Notes	7,411	32,287	4
5		705	– Interline and Other Balances	17,075	6,554	5
6		706	– Customers	28,509	796	6
7		707	– Other	10,179	3,897	7
8		709, 708	– Accrued Accounts Receivables	30,429	57,524	8
9		708.5	– Receivables from Affiliated Companies	17,703	12,859	9
10		709.5	– Less: Allowance for Uncollectible Accounts	(26,608)	(21,877)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	248,049	131,015	11
12		712	Materials and Supplies	117,431	116,349	12
13		713	Other Current Assets	7,858	20,426	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>968,176</b>	<b>696,169</b>	<b>14</b>
<b>Other Assets</b>						
15		715, 716, 717	Special Funds	29,162	492	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	189,184	154,928	16
17		722, 723	Other Investments and Advances	35,717	159,463	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) \$	84,437	58,554	19
20		739, 741	Other Assets	101,542	39,512	20
21		743	Other Deferred Debits	28,237	35,366	21
22		744	Accumulated Deferred Income Tax Debits			22
23			<b>TOTAL OTHER ASSETS</b>	<b>468,279</b>	<b>448,315</b>	<b>23</b>
<b>Road and Equipment</b>						
24		731, 732	Road (Schedule 330) L–30 Col. h & b	8,903,017	8,855,277	24
25		731, 732	Equipment (Schedule 330) L–39 Col. h & b	3,743,696	3,597,235	25
26		731, 732	Unallocated Items	275,539	188,462	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,109,477)	(4,068,916)	27
28			<b>NET ROAD AND EQUIPMENT</b>	<b>8,812,775</b>	<b>8,572,058</b>	<b>28</b>
29			<b>TOTAL ASSETS</b>	<b>10,249,230</b>	<b>9,716,542</b>	<b>29</b>

**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.
<b>Current Liabilities</b>						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable: Interline and Other Balances	18,065	11,901	31
32		753	Audited Accounts and Wages	109,548	130,866	32
33		754	Other Accounts Payable	41,167	37,981	33
34		755, 756	Interest and Dividends Payable	12,999	13,299	34
35		757	Payables to Affiliated Companies	69,631	80,112	35
36		759	Accrued Accounts Payable	710,139	638,866	36
37		760, 761, 761.5, 762	Taxes Accrued	41,447	121,708	37
38		763	Other Current Liabilities	187,423	179,262	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	88,804	87,389	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>1,279,223</b>	<b>1,301,384</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded Debt Unmatured	131,400	145,990	41
42		766	Equipment Obligations	312,253	342,870	42
43		766.5	Capitalized Lease Obligations	148,804	105,369	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	66,295	135,481	45
46		770.1, 770.2	Unamortized Debt Premium	(1,117)	(1,432)	46
47		781	Interest in Default			47
48		783	Deferred Revenues—Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,245,723	1,937,114	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,414,819	1,564,514	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>4,318,177</b>	<b>4,229,906</b>	<b>51</b>
<b>Shareholder's Equity</b>						
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			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	1,046,555	1,046,555	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	3,424,054	2,957,476	58
59		798.1	Net Unrealized Loss on Noncurrent Marketing Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Shareholder's Equity	4,651,830	4,185,252	61
62			<b>TOTAL LIABILITIES &amp; SHAREHOLDER'S EQUITY</b>	<b>10,249,230</b>	<b>9,716,542</b>	<b>62</b>

**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: \$9,022
  
- 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 N/A
  
- (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

Effective January 1, 1994, the company changed its fiscal reporting period from a calendar year to a fiscal year ending the last Friday in December. The financial statements presented are for the fiscal years ended December 30, 1994 and December 31, 1993.

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 \$ 185 million at December 30, 1994.

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 \$ 42 million in 1994, and \$ 32 million in 1993.

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 3% 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 1994, and 1993.

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 \$ 125 million, and \$ 139 million were made to these plans in 1994, and 1993, 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 30, 1994 and December 31, 1993, accounts receivable sold under this agreement totaled \$ 579 million and \$ 556 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 30, 1994, and December 31, 1993 accounts receivable sold under this agreement totaled \$ 46 million and \$ 50 million, respectively.

11. 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 1992 net earnings 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 all portions of its rail system allowing it to operate trains with two-member crews.

As of December 30, 1994, payments totaling \$ 637 million have been recorded as a reduction of the aggregate liabilities for the productivity charges. The remaining liability consists of \$ 376 million for employee separations and associated costs.

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.

Income tax payments during 1994, and 1993 totaled \$ 192 million, and \$ 80 million, respectively.

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 30, 1994 and December 31, 1993, of \$ 510 million and \$ 336 million respectively, representing 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. In 1994, Respondent repaid the remaining formal long-term borrowings from CSX outstanding at December 31, 1993. Interest expense on borrowings from CSX was \$ 3 million, and 9 million in 1994, and 1993, 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 \$ 161 million at December 30, 1994, under the arrangements.

17. Respondent leases equipment under agreements with terms up to 20 years. Non-cancelable, long-term leases generally include provisions for maintenance, and options to purchase at fair value and to extend the terms. At December 30, 1994, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 178 million for 1995, \$ 171 million for 1996, \$ 173 million for 1997, \$ 176 million for 1998, \$ 160 million for 1999, and \$ 1.5 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**

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**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 (f)  
= 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.
		<b>ORDINARY ITEMS</b>					
		<b>OPERATING INCOME</b>					
		<b>Railway Operating Income</b>					
1		(101) Freight	4,505,656	4,272,836	4,505,656		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	44,046	41,826	44,046		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	28,238	33,359	28,238		6
7		(110) Incidental	47,419	32,283	47,419		7
8		(121) Joint Facility-Credit			0		8
9		(122) Joint Facility-Debit			0		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	4,625,359	4,380,304	4,625,359		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		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	4,625,359	4,380,304	4,625,359		13
14		(531) Railway operating expenses	3,892,232	3,830,975	3,892,232		14
15		<b>Net revenue from railway operations</b>	733,127	549,329	733,127		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	11,645	11,156			16
17		(510) Miscellaneous rent income	19,219	18,127			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	622	480			19
20		(514) Interest Income	32,702	28,064			20
21		(516) Income from sinking and other funds	64	335			21
22		(517) Release of premiums on funded debt	22	24			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	129,568	71,900			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)		500			25
26		b. Equity in undistributed earnings (losses)	1,967	(150)			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	195,809	130,436			27
28		<b>TOTAL INCOME (lines 15, 27)</b>	928,936	679,765			28
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	(7,758)	(7,113)			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	(91,744)	(70,915)			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	(99,502)	(78,028)			36
37		<b>Income available for fixed charges (lines 28, 36)</b>	829,434	601,737			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.
		<b>FIXED CHARGES</b>			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	43,817	58,284	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	842	871	40
41		(548) Amortization of discount on funded debt	656	707	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>45,315</b>	<b>59,862</b>	<b>42</b>
43		<b>Income after fixed charges (lines 37, 42)</b>	<b>784,119</b>	<b>541,875</b>	<b>43</b>
		<b>OTHER DEDUCTIONS</b>			
		(546) Interest on funded debt:			
44		(c) Contingent interest	238	238	44
		<b>UNUSUAL OR INFREQUENT ITEMS</b>			
45		(555) Unusual or infrequent items (debit) credit			45
46		<b>Income (loss) from continuing operations (before income taxes)</b>	<b>783,881</b>	<b>541,637</b>	<b>46</b>
		<b>PROVISIONS FOR INCOME TAXES</b>			
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	105,764	46,470	47
48		(b) State income taxes	12,095	4,304	48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	170,869	182,689	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	<b>288,728</b>	<b>233,463</b>	<b>51</b>
52		<b>Income from continuing operations (lines 46-51)</b>	<b>495,153</b>	<b>308,174</b>	<b>52</b>
		<b>DISCONTINUED OPERATIONS</b>			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )			54
55		<b>Income before extraordinary items (lines 52 + 53 + 54)</b>	<b>495,153</b>	<b>308,174</b>	<b>55</b>
		<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>			
56		(570) Extraordinary items (net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>			<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$ ).			60
61		<b>Net Income (loss) (lines 55 + 59 + 60)</b>	<b>495,153</b>	<b>308,174</b>	<b>61</b>
		<b>Reconciliation of net railway operating income (NROI)</b>			
62		<b>Net revenues from railway operations</b>	<b>733,127</b>	<b>549,329</b>	<b>62</b>
63		(556) Income taxes on ordinary income (-)	(117,859)	(50,774)	63
64		(557) Provision for deferred income taxes (-)	(170,869)	(182,689)	64
65		<b>Income from lease of road and equipment (-)</b>	<b>(18,627)</b>	<b>(19,260)</b>	<b>65</b>
66		<b>Rent for leased roads and equipment (+)</b>	<b>26,703</b>	<b>26,789</b>	<b>66</b>
67		<b>Net railway operating income (loss)</b>	<b>452,475</b>	<b>446,667</b>	<b>67</b>

**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 entres 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	2,951,903	5,573	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		<b>CREDITS</b>			
3		(602) Credit balance transferred from income	493,186	1,967	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		<b>TOTAL</b>	493,186	1,967	6
		<b>DEBITS</b>			
7		(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: common stock	28,575		11
12		Preferred stock (1)			12
13		<b>TOTAL</b>	28,575		13
14		Net increase (decrease) during year (line 6 minus line 13)	464,611	1,967	14
15		Balances at close of year (lines 1, 2 and 14)	3,416,514	7,540	15
16		Balances from line 15(c)	7,540	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,424,054	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
		<b>Amount of assigned Federal income tax consequences:</b>			
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 controls 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 <sup>1</sup>								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

<sup>1</sup> 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.
		<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
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		<b>NET CASH PROVIDED BY OPERATING ACTIVITIES</b>			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	495,153	308,174	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	3,932	3,309	11
12		Depreciation and amortization expenses	371,663	371,501	12
13		Increase (decrease) provision for deferred income taxes	170,870	182,688	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	153	153	14
15		(Increase) decrease in accounts receivable	(10,824)	33,160	15
16		(Increase) decrease in materials and supplies, and other current assets	34,281	17,677	16
17		Increase (decrease) in current liabilities other than debt	(31,695)	(204,841)	17
18		Increase (decrease) in other—net	(143,485)	(79,226)	18
19		Net cash provided from continuing operations	890,048	632,595	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		<b>NET CASH PROVIDED FROM OPERATING ACTIVITIES</b>	<b>890,048</b>	<b>632,595</b>	<b>21</b>

**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	17,827	35,851	22
23		Capital expenditures	(675,790) *	(568,870)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	440,655	282,720	25
26		Purchase price of long—term investment and advances	(329,332)	(251,958)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other—net	(53,558)	24,362	28
29		<b>NET CASH USED IN INVESTING ACTIVITIES</b>	<b>(600,198)</b>	<b>(477,895)</b>	<b>29</b>

**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	92,225	80,495	30
31		Principal payments of long—term debt	(116,818)	(180,191)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(28,575)	(28,000)	34
35		Other—net — Proceeds from sale/leaseback transaction	(62,891)	(230)	35
36		<b>NET CASH FROM FINANCING ACTIVITIES</b>	<b>(116,059)</b>	<b>(127,926)</b>	<b>36</b>
37		<b>NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS</b>	<b>173,791</b>	<b>26,774</b>	<b>37</b>
38		Cash and cash equivalents at beginning of year	336,274	309,500	38
39		<b>CASH &amp; CASH EQUIVALENTS AT END OF THE YEAR</b>	<b>510,065</b>	<b>336,274</b>	<b>39</b>
Footnotes to Schedule 240					
Cash paid during the year for:					
40		Interest (net of amount capitalized) **	53,236	74,436	40
41		Income taxes (net) **	192,209	80,213	41

\* Includes capital expenditures for non—transportation property ( \$ 28,082 ).

\*\* Only applies if indirect method is adopted.



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500 Water Street J-221  
Jacksonville, Fla. 32202  
(904) 359 - 2443

James C. Feeser  
Assistant Controller

April 26, 1995

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 fiscal year ended December 30, 1994.

Note that during the year 1994 several additional subsidiaries were added which are identified as either a footnote (1) or (2) on the listing of subsidiaries. Note that these additions did not require restatement of the prior year's information for the following reasons;

- 5-3-95 *handwritten*
- (1) All required information for Schedule 250 was reported as part of Fruit Grower's Express for the prior year. For the current year Fruit Grower's Express and FGMR, Inc. represent the equivalent of prior year's Fruit Grower's Express reporting.
  - (2) All remaining subsidiaries that are footnoted are the result of a single land investment completed in 1994. Since the instructions for Schedule 250 do not require reporting of such transactions restatement of prior years data is not required.

If you have any questions concerning this schedule you may contact Mr. F.D. Jones of my office at (904) 359 - 1927.

Yours Truly,

*James C. Feeser*  
James C. Feeser

Attachments

**250 – CONSOLIDATED INFORMATION  
FOR REVENUE ADEQUACY DETERMINATION  
(Dollars in Thousands)**

Line No.	Item (a)	Beginning of year (b)	End of year (c)
1	Adjusted Net Railway Operating Income For Reporting Entity	N/A	
	Combined/Consolidated Net Railway Operating Income for Reporting Entity		452,475
2	Add: Interest Income from Working Capital Allowance – Cash Portion		4,136
3	Income Taxes Associated with Non–Rail Income and Deductions		12,340
4	Gain or (loss) from transfer/reclassification to non–rail status (net of income taxes)		86,715
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		555,666
6	Adjusted Investment in Railroad Property for Reporting Entity		
	Combined Investment in Railroad Property Used in Transportation Service	8,638,530	8,878,114
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	115,666	116,802
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	8,754,196	8,994,916
12	Less: Accumulated Deferred Income Tax Credits	1,834,125	2,004,995
13	Net Investment Base (Line 11 – 12)	6,920,071	6,989,921

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
FGMR, Inc. (1)	Railroad Equipment
Fruit Growers Express Company	Railroad Equipment
Gainesville Midland Railroad Company	Transportation
Holston Land Company, Inc.	Real Estate
The Home Avenue Railroad Company	Transportation
Hooker Atlanta 7 Corp. (2)	Real Estate
Hooker Barnes Homes - J.V. (2)	Real Estate
Hooker Barnes 7 - Partnership (2)	Real Estate
Hooker Core, Inc. (2)	Real Estate
Hooker Homes, Inc. (2)	Real Estate
H & M Ventures - Partnership (2)	Real Estate
Hooker Projects, Inc. (2)	Real Estate
Hooker Silver, Inc. (2)	Real Estate
Hooker Ten, Inc. (2)	Real Estate
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
Nona Barnes, Inc. (2)	Real Estate
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
Westfork Properties, Inc. (2)	Real Estate

(1), (2) Denotes additions Year 1994

**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	783,881
– Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity	1,967
– 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)	0
= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below	781,914

- (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	452,475
+ 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	288,728
+ 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	4,138
+ 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	22
– 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	45,315
– 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	700,046

- (3) Calculate the railroad-related tax ratio:  
 "B/A" 89.53

- (4) Compute the nonrailroad-related complement: (1 – Railroad-related income ratio) which equals the Nonrailroad-related tax ratio 10.47

- (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	12,340
--	--------

**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)	12,340
+ 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)	12,340



**NOTES AND REMARKS**

**245. WORKING CAPITAL**

(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances	Schedule 200, line 5, column b	17,075	1
2	Customers (706)	Schedule 200, line 6, column b	28,509	2
3	Other (707)	Note A	9,943	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	55,527	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,625,359	5
6	Rent Income	Note B	143,614	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	4,768,973	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	13,247	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	4	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	19	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	18,065	11
12	Audited Accounts and Wages Payable (753)	Note A	109,554	12
13	Accounts Payable—Other (754)	Note A	40,879	13
14	Other Taxes Accrued (761.5)	Note A	85,462	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	253,960	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,892,232	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	371,276	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3,664,570	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	10,179	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	25	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)		21
22	Cash Working Capital Required	Line 21 × line 19		22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	510,065	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23		24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Materials and Supplies (712)	Note A	120,761	25
26	Scrap and Obsolete Material Included in Acct. 712	Note A	3,959	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	116,802	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	116,802	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.

**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 A	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. A	50.00	5
6	721	A-1	VII	Chatham Terminal Co.	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.	50.00	9
10	721	A-1	VII	Norfolk & Portsmouth Belt Line RR	42.86	10
11	721	A-1	VII	Paducah & Illinois RR Co.	33.33	11
12	721	A-1	VII	Trailer Train	9.34	12
13	721	A-1	VII	Winston-Salem Southbound Rwy. B	50.00	13
14	721	A-1	VII	Woodstock & Blacton Rwy. Co. A	50.00	14
15				TOTAL CLASS A-1		15
16						16
17	721	A-2	VI	Tylerdale Connecting RR Co.	50.00	17
18				TOTAL CLASS A-2		18
19						19
20	721	A-3	VI	Helm Atlantic Assoc. (Partnership)	50.00	20
21	721	A-3	VI	Green Real Estate	33.33	21
22	721	A-3	VI	CSX Corporation		22
23	721	A-3	VI	James Center Development Co.	33.33	23
24	721	A-3	VI	Wes Jax Development Co.	9.92	24
25	721	A-3	VI	Beaver Street Tower Co.	50.00	25
26				TOTAL CLASS A-3		26
27				TOTAL STOCK		27
28						28
29	721	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		29
30				TOTAL CLASS B-1		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In 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	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	28			28				1
2	37			37				2
3	2,251		1,360	891				3
4	67			67			11	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	250			250				12
13	623			623				13
14	121			121		(121)	6	14
15	11,809		1,360	10,449		(121)	450	15
16								16
17	20			20				17
18	20			20				18
19								19
20	294	1,699		1,993				20
21	100		80	20				21
22	280			280			29	22
23	1,500			1,500				23
24	50			50				24
25	167			167		(167)		25
26	2,391	1,699	80	4,010		(167)	29	26
27	14,220	1,699	1,440	14,479		(285)	479	27
28								28
29	378			378				29
30	378			378				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	C-1	VII	Helm Atlantic Assoc.		1
2	721	C-1	X	CSX Realty--Boca Grande		2
3	721	C-1	X	CSX Realty--Eckington Yard		3
4	721	C-1	X	CSX Realty--Franklin Point		4
5	721	C-1	VII	Customized Transportation, Inc		5
6	721	C-1	X	Trailer Train Co.		6
7				TOTAL CLASS C-1		7
8						8
9	721	E-1	VII	Akron & Barberton Belt RR Co.		9
10	721	E-1	VII	Central Transfer Railway & Storage Co.		10
11	721	E-1	VII	Chatham Terminal Co.		11
12	721	E-1	VII	CSX Technology		12
13	721	E-1	VII	Lakefront Dock & RR Terminal Co.		13
14	721	E-1	VII	Nicholas Fayette & Greenbrier RR Co.		14
15	721	E-1	VII	Paducah & Illinois Railway Co.		15
16	721	E-1	VII	Terminal RR Assoc. of St. Louis		16
17				TOTAL CLASS E-1		17
18						18
19	721	E-2	VII	Tylerdale Connecting RR Co.		19
20	721	E-2	VII	Winchester & Western Co. Easements		20
21				TOTAL CLASS E-2		21
22						22
23	721	E-3	VII	CSX Intermodal		23
24	721	E-3	X	Beaver Street Tower		24
25	721	E-3	VII	Total Distributions Services		25
26				TOTAL CLASS E-3		26
27				TOTAL ADVANCES		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) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	2,351	10,250	2,351	10,250				1
2	6,017		682	5,335			531	2
3	12,225						980	3
4	6,882			2,351			619	4
5		40,000		40,000			2,380	5
6	3,932			3,932		(672)	275	6
7	31,407	50,250	3,033	78,624		(672)	4,785	7
8								8
9	165		38	127			11	9
10	86			86			4	10
11	3			3				11
12	32,231		92	32,139				12
13	(730)			(730)				13
14	9,701		357	9,344				14
15	1,024		181	843		(1,214)	89	15
16	959	71	265	765		(1,730)	180	16
17	43,439	71	933	42,577		(2,944)	284	17
18								18
19	74			74				19
20	36			36				20
21	110			110				21
22								22
23	13,287	631	13,159	759				23
24	10			10				24
25	50,408		1,797	48,611				25
26	63,705	631	14,956	49,380				26
27	107,254	702	15,889	92,067		(2,944)	284	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35	14,220	1,699	1,440	14,479		(288)	479	35
36	378			378				36
37	31,407	50,250	3,033	78,624		(672)	4,785	37
38	107,254	702	15,889	92,067		(2,944)	284	38
39	(3,904)			(3,904)				39
40	149,355	52,651	20,362	181,644		(3,904)	5,548	40

**NOTES AND REMARKS**  
(Thousands of Dollars)

Notes for Schedule 310 – Investments and Advances Affiliated Companies:

**Page 26 – Column (d):**

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

	<u>Shares Pledged</u>	<u>Extent of Control Pledged</u>	<u>Book Value Pledged</u>
<b>Page 26:</b>			
Line 3	2,400	46.15%	\$2,251
Line 5	241	96.40%	11
Line 15	1,194	99.50%	121

- B – 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.**

<b>Page 26:</b>			
Line 13	6,221	99.94%	623



Page 26 Other Parties to Joint Control:

Line 01 - Wheeling & Lake Erie and Conrail  
Line 02 - Norfolk Southern Rwy. Co., and C. of Ga. Rwy. Co.  
Line 03 - Various Carriers  
Line 04 - Various Individuals  
Line 05 - Norfolk Southern Rwy. Co.  
Line 06 - C. of Ga. Rwy. Co.  
Line 07 - Conrail  
Line 08 - Various Carriers  
Line 09 - Conrail  
Line 10 - Norfolk Southern Rwy. Co.  
Line 11 - Burlington Northern RR and Illinois Central Gulf RR Co.  
Line 12 - Various Carriers  
Line 13 - Norfolk Southern Rwy. Co.  
Line 14 - Alabama Great Southern RR Co.  
Line 17 - Conrail  
Line 20 - Helm Financial Corp.  
Line 21 - Conrail and Norfolk Southern Rwy. Co.  
Line 23 - CSX Realty, Inc.  
Line 25 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway

### 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.
<b>Carriers (List specifics for each company)</b>								
1	Winston-Salem Southbound Rwy. Co.-Stock	7,073		93			7,166	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	7,073		93			7,166	13
<b>Noncarrier (List specifics for each company)</b>								
14	James Center Development Co.	(1,500)					(1,500)	14
15	Helm Atlantic Assoc.			1,874			1,874	15
16								16
17								17
18								18
19	Total Non-Carriers	(1,500)		1,874			374	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	5,573		1,967			7,540	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 termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS ( ) = Credits

Dollars in Thousands

## NOTES to Schedule 330

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

1. RESTATEMENT OF RICHMOND, FREDERICKSBURG & POTOMAC Rwy. BEGINNING BALANCE 27

## 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	182,869			1
2		(3) Grading	572,669			2
3		(4) Other right-of-way expenditures	2,630			3
4		(5) Tunnels and subways	65,033			4
5		(6) Bridges, trestles, and culverts	575,681			5
6		(7) Elevated structures				6
7		(8) Ties	1,917,187			7
8		(9) Rail and other track material	2,439,183			8
9		(11) Ballast	1,138,962			9
10		(13) Fences, snow sheds, and signs	5,946			10
11		(16) Station and office buildings	323,453			11
12		(17) Roadway buildings	19,106			12
13		(18) Water stations				13
14		(19) Fuel stations	22,938			14
15		(20) Shops and enginehouses	255,810			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	7,618			17
18		(24) Coal and ore wharves	161,792			18
19		(25) TOFC/COFC terminals	112,982			19
20		(26) Communication systems	194,829			20
21		(27) Signals and interlockers	486,416			21
22		(29) Power plants	1,342			22
23		(31) Power-transmission systems	22,955			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	161,596			25
26		(39) Public improvements - Construction	77,897			26
27		(44) Shop machinery	92,071			27
28		(45) Power-plant machinery	4,021			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	8,844,986			30
31		(52) Locomotives	1,417,324			31
32		(53) Freight-train cars	1,874,462			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	60,926			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	70,355			36
37		(58) Miscellaneous equipment	140,810			37
38		(59) Computer systems and word processing equipment	31,336			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	-3,614,895	3,596,488		39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	-181,120	149,021		42
43		GRAND TOTAL	12,641,001			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		976	2,198	(1,222)	181,647	1
2		9,257	10,447	(1,190)	571,479	2
3		58	15	43	2,673	3
4		684	127	557	65,590	4
5		16,882	5,794	11,088	586,769	5
6						6
7		87,403	37,970	49,433	1,966,620	7
8		71,045	30,347	40,698	2,479,881	8
9		39,505	15,238	24,267	1,163,229	9
10		244	114	130	6,076	10
11		11,432	18,115	(6,683)	316,770	11
12		11	54	(43)	19,063	12
13						13
14		943	153	790	23,728	14
15		5,496	2,112	3,384	259,194	15
16						16
17			2,642	(2,642)	4,976	17
18		140	14,558	(14,418)	147,374	18
19			12	(12)	112,970	19
20		5,262	42,085	(36,823)	158,006	20
21		20,467	10,121	10,346	496,762	21
22			3	(3)	1,339	22
23		61		61	23,016	23
24						24
25		6,757	22,974	(16,217)	145,379	25
26		1,212	1,652	(440)	77,457	26
27		3,963	5,535	(1,572)	90,499	27
28			1,501	(1,501)	2,520	28
29						29
30		281,798	223,767	58,031	8,903,017	30
31		131,192	37,046	94,146	1,511,470	31
32		108,531	87,782	20,749	<del>1,502,111,943,118</del>	32
33					621	33
34			973	(973)	59,953	34
35					1,154	35
36		7,242	1,849	5,393	75,748	36
37		16,561	9,535	7,026	147,836	37
38		7,965	5,505	2,460	33,796	38
39		271,491	142,690	128,801	<del>3,743,696</del>	39
40						40
41						41
42		94,419		94,419	<del>275,639</del>	42
43		647,708	366,457	281,251	12,922,252	43

3,725,789

293,446

**332. DEPRECIATION BASE AND RATES – ROAD AND EQUIPMENT  
OWNED AND USED AND LEASED FROM OTHERS**  
(Dollars in thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefor 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 therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

Line  No.	Account  (a)	OWNED AND USED			LEASED FROM OTHERS			Line  No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		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	572,669	571,479	0.72	4,983	4,983		1
2	(4) Other right-of-way expenditures	2,630	2,673	1.54	1	1		2
3	(5) Tunnels and subways	65,033	65,590	1.15				3
4	(6) Bridges, trestles, and culverts	575,681	586,769	1.33	1,878	1,878		4
5	(7) Elevated structures							5
6	(8) Ties	1,917,187	1,966,620	4.26	1,170	1,170		6
7	(9) Rail and other track material	2,439,183	2,479,881	2.70	2,702	2,702		7
8	(11) Ballast	1,138,962	1,163,229	2.72	1,968	1,968		8
9	(13) Fences, snowsheds, and signs	5,946	6,076	2.00	23	23		9
10	(16) Station and office buildings	323,453	316,770	2.50	548	548		10
11	(17) Roadway buildings	19,106	19,063	2.44	3	3		11
12	(18) Water stations							12
13	(19) Fuel stations	22,938	23,728	3.70				13
14	(20) Shops and enginehouses	255,810	259,194	2.44	3	3		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	7,618	4,976	2.86				16
17	(24) Coal and ore wharves	161,792	147,374	1.59				17
18	(25) TOFC/COFC terminals	112,982	112,970	2.94				18
19	(26) Communication systems	194,829	158,006	2.86				19
20	(27) Signals and interlockers	486,416	496,762	2.56	240	240		20
21	(29) Power plants	1,342	1,339	1.06				21
22	(31) Power-transmission systems	22,955	23,016	1.43				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	161,596	145,379	4.09	11	11		24
25	(39) Public improvements - Construction	77,897	77,457	1.12				25
26	(44) Shop machinery	92,071	90,499	3.85				26
27	(45) Power-plant machinery	4,021	2,520	2.94				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	8,662,117	8,721,370		13,530	13,530		30
	EQUIPMENT							
31	(52) Locomotives	1,417,324	1,511,470	3.98				31
2	(53) Freight-train cars	1,892,369	1,913,118	3.65				32
33	(54) Passenger-train cars	621	621					33
34	(55) Highway revenue equipment	60,926	59,953	9.14				34
35	(56) Floating equipment	1,154	1,154	2.13				35
36	(57) Work equipment	70,355	75,748	2.93				36
37	(58) Miscellaneous equipment	140,810	147,836	11.35				37
38	(59) Computer systems and word processing equipment	31,336	33,796	14.29				38
39	TOTAL EQUIPMENT	3,614,895	3,743,696					39
40	GRAND TOTAL	12,277,012	12,465,066	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 debts (f)		
		ROAD							
1		(3) Grading	172,467	3,850		10,447		165,870	1
2		(4) Other right-of-way exp'ditures	1,530	39		49		1,520	2
3		(5) Tunnels and subways	20,352	744		127		20,969	3
4		(6) Bridges, trestles, and culverts	121,851	7,016		5,793		123,074	4
5		(7) Elevated structures							5
6		(8) Ties	832,857	77,867		48,937		861,787	6
7		(9) Rail and other track material	462,333	54,299		21,778		494,854	7
8		(11) Ballast	352,752	29,636		15,547		366,841	8
9		(13) Fences, snowsheds, and signs	5,789	94		114		5,769	9
10		(16) Station and office buildings	87,472	6,439		18,145		75,766	10
11		(17) Roadway buildings	10,004	435		54		10,385	11
12		(18) Water stations							12
13		(19) Fuel stations	6,809	1,017		153		7,673	13
14		(20) Shops and enginehouses	117,514	6,117		2,129		121,502	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	5,096	220		2,642		2,674	16
17		(24) Coal and ore wharves	113,957	2,837		14,558		102,236	17
18		(25) TOFC/COFC terminals	17,505	3,102		12		20,595	18
19		(26) Communication systems	42,193	5,639		41,890		5,942	19
20		(27) Signals and interlockers	138,621	13,515		10,102		142,034	20
21		(29) Power plants	500	10		2		508	21
22		(31) Power-transmission systems	7,024	339				7,363	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	50,353	3,576		18,286		35,643	24
25		(39) Public improvements-Const.	19,479	921		1,652		18,748	25
26		(44) Shop machinery	26,799	3,662		5,301		25,160	26
27		(45) Power-plant machinery	3,783	117		1,501		2,399	27
28		All other road accounts							28
29		Amortization (Adjustments)		(10,878)				(10,878)	29
30		TOTAL ROAD	2,617,040	210,613		219,219		2,608,434	30
		EQUIPMENT							
31	*	(52) Locomotives	469,650	60,023		32,771		496,902	31
32	*	(53) Freight-train cars	879,214	59,465		64,085		874,594	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment	51,544	5,569		855		56,258	34
35	*	(56) Floating equipment	18	25				43	35
36	*	(57) Work equipment	(32)	2,240		589		1,619	36
37	*	(58) Miscellaneous equipment	41,983	15,431		7,691		49,723	37
38		(59) Computer systems and word processing equipment	9,499	3,745		5,505		7,739	38
39	*	Amortization (Adjustments)		2,165				2,165	39
40		TOTAL EQUIPMENT	1,451,876	148,663		111,496		1,489,043	40
41		GRAND TOTAL	4,068,916	359,276		330,715		4,097,477	41

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

**339. ACCRUED LIABILITY – LEASED PROPERTY**  
(Dollars in thousands)

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

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

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

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

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account 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)		
		<b>ROAD</b>							
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		<b>TOTAL ROAD</b>							30
		<b>EQUIPMENT</b>							
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		<b>TOTAL EQUIPMENT</b>							39
40		<b>GRAND TOTAL</b>							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 (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		<b>ROAD</b>				
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		<b>TOTAL ROAD</b>				30
		<b>EQUIPMENT</b>				
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		<b>TOTAL EQUIPMENT</b>				40
41		<b>GRAND TOTAL (See Note)</b>				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)	
		<b>ROAD</b>							
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		<b>TOTAL ROAD</b>							29
		<b>EQUIPMENT</b>							
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		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>							39

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

Included in Schedule 335

**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 NONE

**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	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		<b>ROAD</b>				
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		<b>TOTAL ROAD</b>				29
		<b>EQUIPMENT</b>				
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		<b>TOTAL EQUIPMENT</b>				38
39		<b>GRAND TOTAL</b>				39

Included in Schedule 332

**351. ACCUMULATED DEPRECIATION – ROAD AND EQUIPMENT LEASED TO OTHERS**

(Dollars in thousands)

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

2. Disclose credits and debits to Account 735, "Accumulated Depreciation-Road 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 (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)	Retire-ments (e)	Other debits (f)		
		<b>ROAD</b>							
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		<b>TOTAL ROAD</b>							29
		<b>EQUIPMENT</b>							
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		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>							39

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

Included in Schedule 335

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

(Dollars in thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of 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	16,362	12,922,252	4,109,477	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	101	4
5	P	High Point, Thomasville & Denton RR Co.	34	9,983	4,013	5
6	P	Lake Front Dock and RR Terminal Co.		14,988	7,982	6
7	P	Nicholas, Fayette and Breenbrier RR Co.	28	31,400	7,512	7
8	P	Winston-Salem Southbound Rwy. Co.		27,327	11,367	8
9			62	84,079	30,975	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 Rwy.	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	13,637	1,402	21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	16,923	13,019,968	4,141,854	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	181,647		2,229	107	1
2		(3) Grading	571,479		10,321	4,983	2
3		(4) Other right-of-way expenditures	2,673		240	1	3
4		(5) Tunnels and subways	65,590		1,100		4
5		(6) Bridges, trestles, and culverts	586,769		2,560	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	1,966,620		17,784	1,170	7
8		(9) Rail and other track material	2,479,881		25,878	2,702	8
9		(11) Ballast	1,163,229		11,139	1,968	9
10		(13) Fences, snow sheds, and signs	6,076		64	23	10
11		(16) Station and office buildings	316,770		934	548	11
12		(17) Roadway buildings	19,063		10	3	12
13		(18) Water stations					13
14		(19) Fuel stations	23,728		83		14
15		(20) Shops and enginehouses	259,194		395	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	4,976				17
18		(24) Coal and ore wharves	147,374		8,342		18
19		(25) TOFC/COFC terminals	112,970		2		19
20		(26) Communication systems	158,006		80		20
21		(27) Signals and interlockers	496,762		1,683	240	21
22		(29) Power plants	1,339				22
23		(31) Power-transmission systems	23,016		195		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	145,379		283		25
26		(39) Public improvements - Construction	77,457		554	11	26
27		(44) Shop machinery	90,499				27
28		(45) Power-plant machinery	2,520				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	8,903,017		83,876	13,637	31
32		(52) Locomotives	1,511,470				32
33		(53) Freight-train cars	1,913,118		16		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	59,953				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	75,748				37
38		(58) Miscellaneous equipment	147,836		187		38
39		(59) Computer systems & word processing equipment	33,796				39
40		TOTAL EQUIPMENT	3,743,696		203		40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	275,539				43
44		GRAND TOTAL	12,922,252		84,079	13,637	44

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## CROSS-CHECKS

## SCHEDULE 410

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

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

## SCHEDULE 210

## 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)  
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## SCHEDULE 450

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## SCHEDULE 210

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## 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  (a)	Freight					Passenger  (g)	Total  (h)	Line No.
			Salaries and wages  (b)	Material, tools, supplies, fuels and lubricants  (c)	Purchased services  (d)	General  (e)	Total freight expense  (f)			
WAY AND STRUCTURES ADMINISTRATION										
1		Track	9,333	1,495	2,505	369	13,702		13,702	1
2		Bridge and Building	5,363	757	103	427	6,650		6,650	2
3		Signal	8,680	2,425	4,110	785	16,000		16,000	3
4		Communication	575	(2,554)	2	523	(1,454)		(1,454)	4
5		Other	21,037	6,870	6,009	1,217	35,133		35,133	5
REPAIR AND MAINTENANCE										
6		Roadway – Running	18,469	6,451	5,168	643	30,731		30,731	6
7		Roadway – Switching	5,240	1,206	1,832	52	8,330		8,330	7
8		Tunnels and Subways – Running	72	7	227	1	307		307	8
9		Tunnels and Subways – Switching	17	866		1	884		884	9
10		Bridges and Culverts – Running	11,782	4,037	2,776	2,511	21,106		21,106	10
11		Bridges and Culverts – Switching	117	32	92		241		241	11
12		Ties – Running	1,903	(888)	33	42	1,090		1,090	12
13		Ties – Switching	1,107	295	5	10	1,417		1,417	13
14		Rail and Other Track Material – Running	25,550	13,940	11,926	302	51,718		51,718	14
15		Rail and Other Track Material – Switching	8,109	2,391	142		10,642		10,642	15
16		Ballast – Running	8,692	499	12	408	9,611		9,611	16
17		Ballast – Switching	594	50	1	20	665		665	17
18		Road Property Damaged – Running	2,150	8	23	(4)	2,177		2,177	18
19		Road Property Damaged – Switching	358	10	1,311	3	1,682		1,682	19
20		Road Property Damaged – Other								20
21		Signal and Interlockers – Running	28,698	12,465	6,521	2,028	49,712		49,712	21
22		Signal and Interlockers – Switching	5,942	741	114		6,797		6,797	22
23		Communications Systems	11,758	5,917	562	368	18,605		18,605	23
24		Power Systems	728				728		728	24
25		Highway Grade Crossings – Running	4,344	3,094	1,690	16	9,144		9,144	25
26		Highway Grade Crossings – Switching	157	5		1	163		163	26
27		Station and Office Buildings	5,088	1,631	3,617	207	10,543		10,543	27
28		Shop Buildings – Locomotives	2,022	1,520	439	145	4,126		4,126	28
29		Shop Buildings – Freight Cars	1,665	517	265	43	2,490	N/A	2,490	29
30		Shop Buildings – Other Equipment	1,605	2,071	3,865		7,541		7,541	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)			
		<b>REPAIR AND MAINTENANCE -- Continued</b>								
101		Locomotive Servicing Facilities	403	668			1,071		1,071	101
102		Miscellaneous Buildings and Structures	740	64	6	81	891		891	102
103		Coal Terminals	7	601	213		821	N/A	821	103
104		Ore Terminals	264	286	8		558	N/A	558	104
105		Other Marine Terminals	5	181	187		373	N/A	373	105
106		TORC/COFC -- Terminals	7	128			135	N/A	135	106
107		Motor Vehicle Loading and Distribution Facilities						N/A		107
108		Facilities for Other Specialized Service Operations	3	16			19	N/A	19	108
109		Roadway Machines	2,525	3,953	1,098	(4,087)	3,489		3,489	109
110		Small Tools and Supplies	260	(2,966)	51	14	(2,641)		(2,641)	110
111		Snow Removal	4,584	36	7	10	4,637		4,637	111
112		Fringe Benefits -- Running	N/A	N/A	N/A	55,336	55,336		55,336	112
113		Fringe Benefits -- Switching	N/A	N/A	N/A	(428)	(428)		(428)	113
114		Fringe Benefits -- Other	N/A	N/A	N/A	30,495	30,495		30,495	114
115		Casualties and Insurance -- Running	N/A	N/A	N/A	23,012	23,012		23,012	115
116		Casualties and Insurance -- Switching	N/A	N/A	N/A					116
117		Casualties and Insurance -- Other	N/A	N/A	N/A	1,952	1,952		1,952	117
118	*	Lease Rentals -- Debit -- Running	N/A	N/A	25,874	N/A	25,874		25,874	118
119	*	Lease Rentals -- Debit -- Switching	N/A	N/A		N/A				119
120	*	Lease Rentals -- Debit -- Other	N/A	N/A	8,903	N/A	8,903		8,903	120
121	*	Lease Rentals -- [Credit] -- Running	N/A	N/A	(18,174)	N/A	(18,174)		(18,174)	121
122	*	Lease Rentals -- [Credit] -- Switching	N/A	N/A		N/A				122
123	*	Lease Rentals -- [Credit] -- Other	N/A	N/A	(2,541)	N/A	(2,541)		(2,541)	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	(3)	N/A	(3)		(3)	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	(117)	N/A	(117)		(117)	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)

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)			
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	152,200	152,200		152,200	136
137	•	Depreciation - Switching	N/A	N/A	N/A					137
138	•	Depreciation - Other	N/A	N/A	N/A	54,923	54,923		54,923	138
139		Joint Facility - Debit - Running	N/A	N/A		N/A				139
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	(4)	N/A	(4)		(4)	142
143		Joint Facility - [Credit] - Switching	N/A	N/A	(140)	N/A	(140)		(140)	143
144		Joint Facility - [Credit] - Other	N/A	N/A	(8,438)	N/A	(8,438)		(8,438)	144
145		Dismantling Retired Road Property - Running	126	(2)		20	144		144	145
146		Dismantling Retired Road Property - Switching	10		2		12		12	146
147		Dismantling Retired Road Property - Other	10		12		22		22	147
148		Other - Running	2,626	2,086	4,983	19	9,714		9,714	148
149		Other - Switching	493	25			518		518	149
150		Other - Other	275	51	1	(2,899)	(2,572)		(2,572)	150
151		TOTAL WAY AND STRUCTURES	203,493	70,985	65,353	320,766	660,597		660,597	151
EQUIPMENT										
LOCOMOTIVES										
201		Administration	5,704	(2,095)	4,417	1,119	9,145		9,145	201
202	•	Repair and Maintenance	66,883	122,036	5,368	1,952	196,239		196,239	202
203	•	Machinery Repair	(516)	(526)	218		(824)		(824)	203
204		Equipment Damaged	149		(2)		147		147	204
205		Fringe Benefits	N/A	N/A	N/A	34,494	34,494		34,494	205
206		Other Casualties and Insurance	N/A	N/A	N/A	22,408	22,408		22,408	206
207	•	Lease Rentals - Debit	N/A	N/A	42,737	N/A	42,737		42,737	207
208	•	Lease Rentals - [Credit]	N/A	N/A	(762)	N/A	(762)		(762)	208
209		Joint Facility Rent - Debit	N/A	N/A		N/A				209
210		Joint Facility Rent - [Credit]	N/A	N/A		N/A				210
211	•	Other Rents - Debit	N/A	N/A		N/A				211
212	•	Other Rents - [Credit]	N/A	N/A	(3)	N/A	(3)		(3)	212
213	•	Depreciation	N/A	N/A	N/A	59,401	59,401		59,401	213
214		Joint Facility - Debit	N/A	N/A		N/A				214
215		Joint Facility - [Credit]	N/A	N/A		N/A				215
216	•	Repairs Billed to Others - [Credit]	N/A	N/A		N/A				216

**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								217
218		Dismantling Retired Property							(19,538)	218
219		Other	9		21	(19,568)	(19,538)			219
		TOTAL LOCOMOTIVES	72,229	119,415	51,994	99,806	343,444		343,444	
220		FREIGHT CARS								
221	*	Administration	10,935	(7,729)	5,496	10,440	19,142		19,142	220
222	*	Repair and Maintenance	65,032	72,731	50,441	(3,082)	185,122	N/A	185,122	221
223		Machinery Repair	784	235	293	4	1,316	N/A	1,316	222
224		Equipment Damaged	840	(1,314)	6,148	207	5,881	N/A	5,881	223
225		Fringe Benefits	N/A	N/A	N/A	32,864	32,864	N/A	32,864	224
226	*	Other Casualties and Insurance	N/A	N/A	N/A	33,453	33,453	N/A	33,453	225
227	*	Lease Rentals - Debit	N/A	N/A	129,801	N/A	129,801	N/A	129,801	226
228		Lease Rentals - [Credit]	N/A	N/A		N/A		N/A		227
229		Joint Facility Rent - Debit	N/A	N/A		N/A		N/A		228
230	*	Joint Facility Rent - [Credit]	N/A	N/A		N/A		N/A		229
231	*	Other Rents - Debit	N/A	N/A	329,123	N/A	329,123	N/A	329,123	230
232	*	Other Rents - [Credit]	N/A	N/A	(118,204)	N/A	(118,204)	N/A	(118,204)	231
233	*	Depreciation	N/A	N/A	N/A	78,970	78,970	N/A	78,970	232
234		Joint Facility - Debit	N/A	N/A	N/A	N/A		N/A		233
235	*	Joint Facility - [Credit]	N/A	N/A		N/A		N/A		234
236		Repairs Billed to Others - [Credit]	N/A	N/A	(65,506)	N/A	(65,506)	N/A	(65,506)	235
237		Dismantling Retired Property						N/A		236
238		Other	77,591	63,923	(24,256)	(12,002)	(36,258)	N/A	(36,258)	237
		TOTAL FREIGHT CARS	2,075	22	555	84	2,736	N/A	2,736	301
301		OTHER EQUIPMENT								
302	*	Administration								
303	*	Repair and Maintenance								
304	*	Trucks, Trailers & Containers - Revenue Service								
305	*	Floating Equipment - Revenue Service								
306	*	Passenger and Other Revenue Equipment								
307	*	Computer Systems and Word Processing Equip								
308	*	Machinery	511	94	16	14	588		110	305
309	*	Work and Other Non - Revenue Equipment	1,236	3,138	2,195	301	14,848		5,858	306
310	*	Equipment Damaged		7,109	6,202				14,848	307
311	*	Fringe Benefits	N/A	N/A	N/A	2,102	2,102		2,102	308
312	*	Other Casualties and Insurance	N/A	N/A	N/A	372	372		372	309
	*	Lease Rentals - Debit	N/A	N/A	11,011	N/A	11,011		11,011	310
	*	Lease Rentals - [Credit]	N/A	N/A	(3,807)	N/A	(3,807)		(3,807)	311
	*									312

**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, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		<b>OTHER EQUIPMENT - Continued</b>								
313		Joint Facility Rent - Debit	N/A	N/A		N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A	(2)	N/A	(2)		(2)	314
315	*	Other Rents - Debit	N/A	N/A	1,194	N/A	1,194		1,194	315
316	*	Other Rents - [Credits]	N/A	N/A		N/A				316
317	*	Depreciation	N/A	N/A		25,782	25,782		25,782	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	4				4		4	321
322		Other		(1)	1	(16,579)	(16,579)		(16,579)	322
323		<b>TOTAL OTHER EQUIPMENT</b>	3,826	10,362	17,369	12,076	43,633		43,633	323
324		<b>TOTAL EQUIPMENT</b>	153,646	193,700	382,699	252,736	982,781		982,781	324
		<b>TRANSPORTATION</b>								
401		Administration	4,928	2,235	1,557	6,334	15,054		15,054	401
402		Engine Crews	123,868	25	1	12,484	136,378		136,378	402
403		Train Crews	235,008	192	100	33,799	269,099		269,099	403
404		Dispatching Trains	27,857	106	550	409	28,922		28,922	404
405		Operating Signals and Interlockers	198				198		198	405
406		Operating Drawbridges	3,796		1	37	3,834		3,834	406
407		Highway Crossing Protection	78	257	6,586	1	6,922		6,922	407
408		Train Inspection and Lubrication	34,361	3,825	1,946	(3,363)	36,769		36,769	408
409		Locomotive Fuel		198,898		(79)	198,819		198,819	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	18,132	1,913	1,703	160	21,908		21,908	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					412
413		Clearing Wrecks	716	18	3,875	5	4,614		4,614	413
414		Fringe Benefits	N/A	N/A	N/A	151,323	151,323		151,323	414
415		Other Casualties and Insurance	N/A	N/A	N/A	30,038	30,038		30,038	415
416		Joint Facility - Debit	N/A	N/A	35,788	N/A	35,788		35,788	416
417		Joint Facility - [Credit]	N/A	N/A	176	N/A	176		176	417
418		Other	12,505	294	(50)	(1,197)	11,552		11,552	418
419		<b>TOTAL TRAIN OPERATIONS</b>	461,447	207,763	52,233	229,951	951,394		951,394	419
		<b>YARD OPERATIONS</b>								
420		Administration	19,970	1,316	2,740	1,652	25,678		25,678	420
421		Switch Crews	134,676	1,803	3,609	1,336	141,424		141,424	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)			
		<b>YARD OPERATIONS – Continued</b>								
422		Controlling Operations	20,035	111	1,652	56	21,854		21,854	422
423		Yard and Terminal Clerical	19,026	38	83	78	19,225		19,225	423
424		Operating Switches, Signals, Retarders and Humps	1,344	3	1	3	1,351		1,351	424
425		Locomotive Fuel		21,273			21,273		21,273	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	9,089	17	1	10	9,117		9,117	427
428		Freight Lost or Damaged – Solely Related	N/A	N/A	N/A					428
429		Clearing Wrecks	434	4	2,829	2	3,269		3,269	429
430		Fringe Benefits	N/A	N/A	N/A	73,307	73,307		73,307	430
431		Other Casualties and Insurance	N/A	N/A	N/A	28,302	28,302		28,302	431
432		Joint Facility – Debit	N/A	N/A	1	N/A	1		1	432
433		Joint Facility – [Credit]	N/A	N/A	(50,001)	N/A	(50,001)		(50,001)	433
434		Other	719	24	2,480	17	3,240		3,240	434
435		<b>TOTAL YARD OPERATIONS</b>	205,293	24,589	(36,605)	104,763	298,040		298,040	435
		<b>TRAIN AND YARD OPERATIONS COMMON</b>								
501		Cleaning Car Interiors	511	14	4,076	N/A	4,601		4,601	501
502		Adjusting and Transferring Loads	4,025	9	225	N/A	4,259	N/A	4,259	502
503		Car Loading Devices and Grain Doors		557		N/A	557	N/A	557	503
504		Freight Lost or Damaged – All Other	N/A	N/A	N/A	7,764	7,764		7,764	504
505		Fringe Benefits	N/A	N/A	N/A	(291)	(291)		(291)	505
506		<b>TOTAL TRAIN &amp; YD. OPERATIONS COMMON</b>	4,536	580	4,301	7,473	16,890		16,890	506
		<b>SPECIALIZED SERVICE OPERATIONS</b>								
507	*	Administration						N/A		507
508	*	Pickup and Delivery and Marine Line Haul	43		42,231	1	42,275	N/A	42,275	508
509	*	Loading and Unloading and Local Marine	9,128	1,345	27,172	449	38,094	N/A	38,094	509
510	*	Protective Services		5	3,393		3,398	N/A	3,398	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	3,769	3,769	N/A	3,769	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			1		1	N/A	1	516
517	*	<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	9,171	1,350	72,797	4,219	87,537		87,537	517

**410. RAILWAY OPERATING EXPENSES - Concluded**  
(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)			
518		ADMINISTRATIVE SUPPORT OPERATIONS								
519		Administration	16,520	1,271	2,569	3,107	23,467		23,467	518
520		Employees Performing Clerical & Acctg. Functions	75,395	1,591	3,473	1,740	82,199		82,199	519
521		Communication Systems Operation	434				434		434	520
522		Loss and Damage Claims Processing	68		2,067	1	2,136		2,136	521
523		Fringe Benefits	N/A	N/A	N/A	41,458	41,458		41,458	522
524		Casualties and Insurance	N/A	N/A	N/A					523
525		Joint Facility - Debit	N/A	N/A		N/A				524
526		Joint Facility - [Credit]	N/A	N/A		N/A				525
527		Other	(1)	1	283	(8,023)	(7,740)		(7,740)	526
		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	92,416	2,863	8,392	38,283	141,954		141,954	527
528		TOTAL TRANSPORTATION	772,863	237,145	101,118	384,689	1,495,815		1,495,815	528
601		GENERAL AND ADMINISTRATIVE								
602		Officers - General Administration	13,918	3,371	48,707	15,568	81,564		81,564	601
603		Accounting, Auditing and Finance	35,101	281	74,209	1,322	110,913		110,913	602
604		Management Services and Data Processing	435	231	161,729	85	162,480		162,480	603
605		Marketing	14,234	2,265	1,032	2,130	19,661		19,661	604
606		Sales	27,521	191	360	4,205	32,277		32,277	605
607		Industrial Development	1,900	9	29	305	2,243	N/A	2,243	606
608		Personnel and Labor Relations	23,088	288	19,464	3,494	46,334		46,334	607
609		Legal and Secretarial	12,861	264	40,754	1,524	55,403		55,403	608
610		Public Relations and Advertising	1,888	122	42,303	1,075	45,388		45,388	609
611		Research and Development	2,075	45	296	137	2,553		2,553	610
612		Fringe Benefits	N/A	N/A	N/A	91,058	91,058		91,058	611
613		Casualties and Insurance	N/A	N/A	N/A	(782)	(782)		(782)	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A	3,120	3,120		3,120	613
615		Property Taxes	N/A	N/A	N/A	48,845	48,845		48,845	614
		Other Taxes Except on Corporate Income or Payrolls								
616		Joint Facility - Debit	N/A	N/A	N/A	23,169	23,169		23,169	615
617		Joint Facility - [Credit]	N/A	N/A	3,891	N/A	3,891		3,891	616
618		Other	7,389	3,885	16,318	(2,678)	24,914		24,914	617
619		TOTAL GENERAL AND ADMINISTRATIVE	140,410	10,952	409,100	192,577	753,039		753,039	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,270,412	512,782	958,269	1,150,769	3,892,232		3,892,232	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	3,528		(322)	2
3		4	Other right-of-way expenditures	54		15	3
4		5	Tunnels and subways	720		(24)	4
5		6	Bridges, trestles and culverts	6,270		(746)	5
6		7	Elevated structures				6
7		8	Ties	72,899		(4,967)	7
8		9	Rail and other track material	51,793		(2,505)	8
9		11	Ballast	27,506		(2,129)	9
10		13	Fences, snowsheds and signs	297		203	10
11		16	Station and office buildings	6,957		518	11
12		17	Roadway buildings	497		63	12
13		18	Water stations				13
14		19	Fuel stations	829		(188)	14
15		20	Shops and enginehouses	7,384		1,267	15
16		22	Storage warehouses				16
17		23	Wharves and docks	2		(222)	17
18		24	Coal and ore wharves	3,491		654	18
19		25	TOFC/COFC terminals	2,774		(328)	19
20		26	Communications systems	5,385		(254)	20
21		27	Signals and interlockers	12,760		(755)	21
22		29	Power plants	15		5	22
23		31	Power transmission systems	315		(24)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	2,548		(1,028)	25
26		39	Public improvements: construction	704		(217)	26
27		45	Power plant machines	395		279	27
28		---	Other lease/rentals	N/A	14,062	N/A	28
29		---	TOTAL	207,123	14,062	(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 (basis 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 Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		39	136	2,965	4,330	18,108	2
3		Box-Equipped		8,414	20,597		12,991	39,122	3
4		Gondola-Plain		1,907	7,317	109	3,016	7,489	4
5		Gondola-Equipped		2,222	10,569		1,160	3,912	5
6		Hopper-Covered		3,185	13,551	37,442	7,153	19,449	6
7		Hopper-Open Top-General Service		2,261	9,824		3,093	5,254	7
8		Hopper-Open Top-Special Service		39	1,558		155	894	8
9		Refrigerator-Mechanical		3,642	8,115		1,933	5,030	9
10		Refrigerator-Non-Mechanical		575	1,278		2,513	3,689	10
11		Flat TOFC/COFC							11
12		Flat Multi-Level		20	68	33,877	2,262	4,047	12
13		Flat-General Service					193	447	13
14		Flat-Other		79	339	5,159	1,160	4,583	14
15		Tank-Under 22,000 Gallons				41,175			15
16		Tank-22,000 Gallons and Over				28,109			16
17		All Other Freight Cars		98	678			3,601	17
18		Auto Racks			21,693		967	23,536	18
19		TOTAL FREIGHT TRAIN CARS		22,481	95,723	148,836	40,926	139,361	19
20		OTHER FREIGHT-CARRYING EQUIPMENT							
21		Refrigerated Trailers							20
22		Other Trailers							21
23		Refrigerated Containers							22
24		Other Containers							23
25	*	TOTAL TRAILERS AND CONTAINERS							24
		GRAND TOTAL (LINES 19 AND 24)		22,481	95,723	148,836	40,926	139,361	25

**GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415**

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

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

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in schedule 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)		
		<b>LOCOMOTIVES</b>					
1		Diesel Locomotive—Yard	19,624	544			1
2		Diesel Locomotive—Road	176,615	<del>47,513</del> 46,944	<del>1,524</del> 10,131	(2,437)	2
3		Other Locomotive—Yard					3
4		Other Locomotive—Road		1,606			4
5	*	<b>TOTAL</b>	196,239	47,455	10,131	(2,437)	5
		<b>FREIGHT TRAIN CARS</b>					
6		Box—Plain 40 Foot		271		23	6
7		Box—Plain 50 Foot and Longer	54	3,648	1,514	156	7
8		Box—Equipped	23,472	8,147	238	765	8
9		Gondola—Plain	4,192	2,272		246	9
10		Gondola—Equipped	8,877	3,690		243	10
11		Hopper—Covered	19,006	12,038		1,014	11
12		Hopper—Open Top—General Service	22,484	23,008		2,139	12
13		Hopper—Open Top—Special Service	2,827	5,970		550	13
14		Refrigerator—Mechanical				0 20	14
15		Refrigerator—Nonmechanical	7,971			20	15
16		Flat TOFC/COFC					16
17		Flat Multi-level	35	34		1	17
18		Flat—General Service		29		3	18
19		Flat—Other	510	448		41	19
20		All Other Freight Cars	6,729	1,000		97	20
21		Caboose		800		81	21
22		Auto Racks	23,459	13,913	554	730	22
23		Miscellaneous Accessories					23
24	*	<b>TOTAL FREIGHT TRAIN CARS</b>	119,616	75,268	2,306	6,109	24
		<b>OTHER EQUIPMENT—REVENUE</b>					
25		Refrigerated Trailers					25
26		Other Trailers		5,569			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	<b>TOTAL HIGHWAY EQUIPMENT</b>		5,569			32
		<b>FLOATING EQUIPMENT—REVENUE SERVICE</b>					
33		Marine Line—Haul		25			33
34		Local Marine					34
35	*	<b>TOTAL FLOATING EQUIPMENT</b>		25			35
		<b>OTHER EQUIPMENT</b>					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	4				36
37	*	Computer systems and word processing equip.	110	3,745			37
38	*	Machinery—Locomotives <sup>1</sup>	(824)	1,815		(90)	38
39	*	Machinery—Freight Cars <sup>2</sup>	1,316	1,396		(69)	39
40	*	Machinery—Other Equipment <sup>3</sup>	5,858	279		(14)	40
41	*	Work and Other Non-revenue Equipment	14,848	15,966	198	(1,507)	41
42		<b>TOTAL OTHER EQUIPMENT</b>	21,312	23,201	198	(1,680)	42
43		<b>TOTAL ALL EQUIPMENT (FREIGHT PORTION)</b>	337,167	151,518	12,635	1,992	43

<sup>1</sup>The 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.

<sup>2</sup>The 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.

<sup>3</sup>The 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		94	14,707		7,684		1
2		41,878	1,317,195	139,406	431,842	17,214	2
3							3
4			40,162		40,162		4
5		41,972	1,372,064	139,406	479,688	17,214	5
6			8,095		3,722		6
7		6,063	83,093	2,617 13,867	38,208	3,408	7
8		6,401	198,836	13,801 2,647	91,428	648	8
9		17,715	73,470		33,783		9
10		29,415	101,249		46,556		10
11		24,006	326,513		150,136		11
12		24,851	597,288		274,644		12
13		4,692	134,644		61,912		13
14		<del>8,637</del>	<del>73,854</del>		<del>69,161</del>		14
15		8637	73,754		69,161		15
16							16
17			1,024		471		17
18			911		419		18
19		969	16,147		7,425		19
20		267	32,122		14,770		20
21			19,853		9,129		21
22		6,785	220,749	8,746	66,348	2,426	22
23							23
24		129,801	1,887,948	25,170	868,112	6,482	24
25							25
26		55	59,953		56,258		26
27							27
28							28
29							29
30							30
31							31
32		55	59,953		56,258		32
33			1,154		43		33
34							34
35			1,154		43		35
36			621				36
37			33,796		7,739		37
38			47,059		13,083		38
39			36,200		10,064		39
40		2,597	7,240		2,013		40
41		5,746	222,311	1,273	50,281	1,061	41
42		8,343	347,227	1,273	83,180	1,061	42
43		180,171	3,668,346	165,849	1,487,281	24,757	43

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

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

**416. SUPPORTING SCHEDULE - ROAD**  
(Dollars in thousands)

Line No.	Density category (Class) (a)	Account No. (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			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	307,952	79,594	0.72							307,952	79,594	1
2		8	690,583	432,056	4.93							690,583	432,056	2
3		9	1,350,069	241,184	2.70							1,350,069	241,184	3
4		11	982,251	177,543	2.72							982,251	177,543	4
5	Sub-Total		3,330,855	930,377								3,330,855	930,377	5
6	II	3	147,537	38,133	0.72							147,537	38,133	6
7		8	814,840	208,995	4.13							814,840	208,995	7
8		9	524,434	115,549	2.70							524,434	115,549	8
9		11	109,176	85,060	2.72							109,176	85,060	9
10	Sub-Total		1,595,787	445,737								1,595,787	445,737	10
11	III	3	26,815	N/A	N/A					N/A	N/A	26,815		11
12		8	95,321	N/A	N/A					N/A	N/A	95,321		12
13		9	113,267	N/A	N/A					N/A	N/A	113,267		13
14		11	54,629	N/A	N/A					N/A	N/A	54,629		14
15	Sub-Total		290,032	N/A	N/A					N/A	N/A	290,032		15
16	IV	3	85,774	22,169	0.72							85,774	22,169	16
17		8	363,789	120,342	3.43							363,789	120,342	17
18		9	462,112	67,178	2.70							462,112	67,178	18
19		11	16,086	49,451	2.72							16,086	49,451	19
20	Sub-Total		927,751	259,140								927,751	259,140	20
21	V	3	3,401	879	0.72							3,401	879	21
22		8	2,277	4,771	3.43							2,277	4,771	22
23		9	29,999	2,663	2.70							29,999	2,663	23
24		11	1,107	1,961	2.72							1,107	1,961	24
25	Sub-Total		36,784	10,274								36,784	10,274	25
26	GRAND TOTAL		6,181,209	1,645,528	N/A							6,181,209	1,645,528	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, 6, 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 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 (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Gross 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							N/A	42,275	42,275	2
3	*	Loading and unloading and local marine			6,721	2,001	1,766	17,993	N/A	9,613	38,094	3
4	*	Protective services, total debits and credits							2,853	545	3,398	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits			2,558	881	97			233	3,769	6
7	*	Casualty and Insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other								1	1	10
11	*	TOTAL			9,279	2,892	1,863	17,993	2,853	52,667	87,537	11





**450. ANALYSIS OF TAXES**  
(Dollars in thousands)

**A. Railway Taxes**

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		<b>Other than U.S. Government Taxes</b>	<b>73,379</b>	1
		<b>U.S. Government Taxes</b>		
		Income Taxes:		
2		Normal Tax & Surtax	105,764	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	105,764	4
5		Railroad Retirement	292,008	5
6		Hospital Insurance	21,378	6
7		Supplemental Annuities	15,739	7
8		Unemployment Insurance	2,109	8
9		All Other United States Taxes		9
10		<b>Total - U.S. Government Taxes</b>	<b>436,998</b>	10
11		<b>Total Railway Taxes</b>	<b>510,377</b>	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.	2,429,876	70,032		2,499,908	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.	(100,626)	(11,051)		(111,677)	4
5	Other (Specify)					5
6	Claims and contingency reserves	(80,897)	(2,764)		(83,661)	6
7	Reserve for separation pay	(232,213)	86,064		(146,149)	7
8	Pier sales	(4,188)	423		(3,765)	8
9	Other temporary differences	(89,499)	(79,063)		(168,562)	9
10						10
11						11
12	Federal Effect of State	(96,927)	(2,563)		(99,490)	12
13						13
14	State Deferred Income Taxes	276,935	7,322		284,257	14
15						15
16						16
17	Other Credits	(168,136)	2,270		(165,866)	17
18	Investment Tax Credit*	(100,200)	100,200			18
19	<b>TOTALS</b>	<b>1,834,125</b>	<b>170,870</b>		<b>2,004,995</b>	19

**NOTE:** Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 2,245,723 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 240,728.

**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		26,135	1
2		Gain on Sale of Investment			2
3		Amortization of S. Florida Gain		100,839	3
4		Other— Each Less than 10% of Net Income		2,594	4
5		Total Account 519		129,568	5
6					6
7					7
8	551	Expenses for Penalties and Fines	2,564		8
9		Fees on Sale of Accounts Receivable	45,346		9
10		Cogeneration Expenses	32,433		10
11		Other— Each Less than 10% of Net Income	11,401		11
12		Total Account 551	91,744		12
13					13
14					14
15	606/616	Adjustment Between Distributed Equity			15
16		and Undistributed Equity for Certain			16
17		Investments (See Schedule 310—A)			17
18					18
19					19
20	616	Minimum Pension Liability Adjustment			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 senally to 1/1/98.			12
13					13
14					14
15	Express Marine Transp.	Barge Debt 10-1/4% - Due	16,191 & interest	Sole	15
16	Guarantor: CSXT	May 11, 2004			16
17					17
18					18
19	Sealand	Rolling Stock Lease Obligation	160,753	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

**NOTES AND REMARKS**

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

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

**I. Debt Outstanding at End of Year:**

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L 39	88,804
3	765 / 767	Funded Debt Unmatured	Sch. 200, L 41	131,400
4	766	Equipment Obligations	Sch. 200, L 42	312,253
5	766.5	Capitalized Lease Obligations	Sch. 200, L 43	148,804
6	768	Debt in Default	Sch. 200, L 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L 45	66,295
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L 46	(1,117)
9		Total Debt	Sum L 1-8	746,439
10		Debt Directly Related to Road Property	Note 1.	152,693
11		Debt Directly Related to Equipment	Note 1.	514,409
12		Total Debt Directly Related to Road and Equipment	Sum L 10 and 11	667,102
13		Percent Directly Related to Road	L 10 + L 12 (2 decimals)	23.00% 22.89%
14		Percent Directly Related to Equipment	L 11 + L 12 (2 decimals)	77.00% 77.11%
15		Debt Not Directly Related to Road or Equipment	L 9 minus L 12	79,337
16		Road Property Debt (Note 2)	(L 13 x L 15) plus L 10	171,711 170,853
17		Equipment Debt (Note 2)	(L 14 x L 15) plus L 11	574,728 576,586

**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	45,315
19	546	Contingent Interest On Funded Debt	Sch. 210, L 44	238
20	517	Release of Premiums on Funded Debt	Sch. 210, L 22	22
21		Total Interest (Note 3)	(L 18 + L 19) - L 20	45,531
22		Interest Directly Related to Road Property Debt	Note 4.	5,149
23		Interest Directly Related to Equipment Debt	Note 4.	36,518
24		Interest Not Directly Related to Road or Equipment Property Debt	L 21 - (L 22 + L 23)	3,864
25		Interest On Road Property Debt (Note 5)	L 22 + (L 24 x L 13)	6,033
26		Interest On Equipment Debt (Note 5)	L 23 + (L 24 x L 14)	39,498
27		Embedded Rate of Debt Capital - Road Property	L 25 div. by L 16	3.53%
28		Embedded Rate of Debt Capital - Equipment	L 26 div. by L 17	6.86%

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.

## 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 (a) 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	203,785	22,879 P	1
2	CSX Corporation		Controlled	Interest Income	13,010	R	2
3	CSX Corporation		Controlled	Interest Expense	3,410	P	3
4	CSX Corporation		Controlled	Management Fees	1,103	210 R	4
5	CSX Intermodal		Common	Operating Agreement	161,774	12,111 R	5
6	CSX Intermodal		Common	Operating Lease	21,091	13,868 P	6
7	CSX Realty		Common	Interest Income	2,131	1,004 R	7
8	CSX Technology		Common	Management Fees	153,590	9,735 P	8
9	CSX Technology		Common	Interest Income	2,047	R	9
10	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	32,783	P	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	Winston Salem Southbound		Direct	Management Fees	74	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%	15,904	2,291	70	2,142	1,708	5,421	27,536	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		16,009	2,369	70	2,211	1,741	5,588	27,988	7
8										8
9										9
10	2	100%	176	17	1	17	38	31	280	10
11	2J	1/2	104			7	24		135	11
12	2	Canada	93			11	4	24	132	12
13	TOTAL CLASS 2		373	17	1	35	66	55	547	13
14										14
15										15
16	3A	100%	139	15	2	36	2	63	257	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	219	886	20
21										21
22										22
23	4A	100%					1		1	23
24	4B	100%	94			10	71	1	176	24
25	4BJ	1/2	8						8	25
26	TOTAL CLASS 4		102			10	72	1	185	26
27										27
28										28
29	5	100%	1,543	188	12	71	110	408	2,332	29
30	5J	1/3				1			1	30
31	5J	1/2	2						2	31
32	5	Canada	251	233		22	1	14	521	32
33	TOTAL CLASS 5		1,796	421	12	94	111	422	2,856	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		18,759	2,860	85	2,436	2,037	6,285	32,462	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 accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or Territory	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line Owned (b)	Line of Proprietary Companies (c)	Line Operated Under Lease (d)	Line Operated Under Contract, etc. (e)	Line Operated Under Trackage Rights (f)	Total Mileage Operated (g)	Line Owned, Not Operated By Respondent (h)	New Line Constructed During Year (i)	
1		Alabama	1,138				78	1,216	44		1
2		District of Columbia	11				9	20			2
3		Delaware	23					23			3
4		Florida	1,644			84	47	1,775	33		4
5		Georgia	1,510		118		75	1,703	130		5
6		Illinois	501	1	86		67	655	1		6
7		Indiana	995				175	1,170	17		7
8		Kentucky	1,778	64	3	10	13	1,868	10		8
9		Louisiana	35				8	43			9
10		Maryland	398	13	5		17	433			10
11		Michigan	735				74	809	6		11
12		Mississippi	74					74			12
13		Missouri					4	4			13
14		New York					113	113			14
15		North Carolina	1,083			8	52	1,143			15
16		Ohio	1,067		139		263	1,469	63		16
17		Pennsylvania	456	48	27		177	708	74		17
18		South Carolina	1,257		40		12	1,309	7		18
19		Tennessee	893		16		160	1,069	87		19
20		Virginia	966	30	9		63	1,068			20
21		West Virginia	1,445	124	36		138	1,743	104		21
22											22
23		Canada (Ontario)		93			251	344	38		23
24											24
25											25
26											26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (single track)	16,009	373	479	102	1,796	18,759	614		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.
				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)		Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	
1		Locomotive Units											
1		Diesel-freight units	2,351	80				71	1,836	524	2,360	7,372,850	1
2		Diesel-passenger units											
3		Diesel-multi purpose units	116					14	59	43	102	166,900	2
4		Diesel-switching units	165					7	143	15	158	271,500	3
5	*	Total (lines 1 to 4) units	2,632	80				92	2,037	582	2,619	7,811,250	4
6	*	Electric-locomotives											5
7	*	Other self-powered units											6
8	*	Total (lines 5, 6 & 7)	2,632	80				92	2,037	582	2,619	7,811,250	7
9	*	Auxiliary units	178					13	165		165	N/A	8
10	*	TOTAL LOCOMOTIVE UNITS	2,810	80				105	2,203	582	2,785	N/A	9
		Units (lines 8 & 9)											10

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

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)	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)	During Calendar Year						Line No.
								1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)		
11	*	Diesel	277	565	637	425	312	53	109	86	76	80	11	
12	*	Electric											12	
13	*	Other self-powered units											13	
14	*	Total (lines 11 to 13)	277	565	637	425	312	53	109	86	76	80	14	
15	*	Auxiliary units	1	2		13	99	50					15	
16	*	Total Locomotive Units (lines 14 & 15)	278	567	637	438	411	103	109	86	76	80	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)	Units at Close of Year				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 & second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent col (h) & (i) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	
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]											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)											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		COMPANY SERVICE CARS											30
31		Business cars [PV]	31				36	31	36		36	N/A	31
32		Board outfit cars [MWX]	199					62	137		137	N/A	32
33		Derrick & snow removal cars [MWU, MWV, MWV, MWK]	92					16	76		76	N/A	33
34		Dump and ballast cars [MWB, MWD]	1,425				80		1505		1,505	N/A	34
35		Other maintenance and service equipment cars	4,343				281	246	4296	82	4,378	N/A	35
		TOTAL (lines 30 to 34)	6,090				118	156	6,050	82	6,132	N/A	
							397	355					

## 710. INVENTORY OF EQUIPMENT – Continued

Instructions for reporting freight-train car data.

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

## UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED 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)	5						36
37		Plain box cars – 50' and longer (B300 – B887)	149						37
38		Equipped box cars (All code A) Except A 5	14,858					232	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	988					7,416	39
40		Equipped gondola cars (All code E)	19,616		218		40	55	40
41		Covered hopper cars (All code C 1 C 2 )	18,808		200		77	7	41
42		Open top hopper cars—general service (All code H)	31,112					30	42
43		Open top hopper cars—special service (All codes K,J-0)	4,816					168	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	1,966						45
46		Flat cars – TOFC/COFC (All code P & Q & S) except Q8—	354						46
47		Flat cars – multi-level (All code V)	7,982					1,029	47
48		Flat cars—general service F10 , F20 , F30	3						48
49		Flat cars—other F 1 , F 2 , F 3 , F 4 , F 5 , F 6 , F 7 , F 8 , F40	2,064					119	49
50		Tank cars—under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	10						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)	1,819					2	52
53		TOTAL (lines 36 to 52)	104,553		418		117	9,058	53
54		Caboose (All code M-930)	N/A	583				3	54
55		TOTAL (lines 53 & 54)	104,553	583	418		117	9,061	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 (k) & (l))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
		(h)	(i)	(j)	Time-mileage cars	All other	(m)	(n)	
36		5							36
37		102	27	20	47		3,702		37
38		419	9,427	5,244	14,671		1,127,887		38
39		26	2,957	5,421	8,378		799,888		39
40		7,684	3,787	8,458	12,245		1,224,426		40
41		303	11,246	7,543	18,789		1,851,738		41
42		439	21,467	9,236	30,703		3,031,646		42
43		78	3,464	1,442	4,906		460,897		43
44									44
45		357	35	1,574	1,609		114,088		45
46		33	142	179	321		72,181		46
47		214	14	8,783	8,797		333,806		47
48		1		2	2		223		48
49		38	320	1,825	2,145		186,377		49
50		1		9	9		633		50
51				3	3		294		51
52		144	1,672	5	1,677		134,391		52
53		9,844	54,558	49,744	104,302		9,342,177		53
54		57	529		N/A	529	N/A		54
55		9,901	55,087	49,744	104,302	529	9,342,177		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	2,311		845				59
60		Dry van U2 ,Z2 ,Z6 ,1-6	11,904		1,095				60
61		Flat bed U3 ,Z3							61
62		Open top U4 ,Z4							62
63		Mechanical refrigerator U5 ,Z5	583						63
64		Bulk U0 & Z0	570						64
65		Insulated U7 ,Z7	997		445				65
66		Tank <sup>1</sup> Z0 ,U6							66
67		Other trailer and container (Special Equipped Dry Van U9 ,Z8 & Z9 )	6						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	16,371		2,385				70

## NOTES AND REMARKS

<sup>1</sup> 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 respon- dent (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				56
57		1			N/A				57
58		3			N/A				58
59		292	1,186	1,678	2,864				59
60		675	5,464	6,860	12,324				60
61									61
62									62
63			583		583				63
64		473	97		97				64
65		281	864	297	1,161				65
66									66
67		2	3	1	4				67
68									68
69									69
70		1,723	8,197	8,836	17,033				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	Number of units	Total weight (tons)	Total cost	Method of acquisition (see instructions)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	D226 Locomotive Dash 9-44CW	3	602	4,144	L	1
2	D226 Locomotive Dash 9-44CW	47	9,428	64,925	L	2
3	D226 Locomotive AC-44DCW	30	6,018	49,257	TRUST	3
4						4
5	Coil Steel Gondolas	150	4,965	7,063	P	5
6	Covered Hoppers	200	5,600	7,764	P	6
7	Coil Steel Gondolas	68	2,244	3,223	P	7
8	Containers	278	1,167	2,724	P	8
9	Containers	167	793	1,870	P	9
10	Trailers 2276	1,095	6,136	13,459	P	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	<b>TOTAL</b>	<b>2,038</b>	<b>N/A</b>	<b>135,607</b>	<b>N/A</b>	<b>25</b>

**REBUILT UNITS**

26	Bi-Level Racks	669		21,704		26
27	Tri-Level Racks	360		16,793		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	<b>TOTAL</b>	<b>1,029</b>	<b>N/A</b>	<b>38,497</b>	<b>N/A</b>	<b>38</b>
39	<b>GRAND TOTAL</b>	<b>3,067</b>	<b>N/A</b>	<b>174,104</b>	<b>N/A</b>	<b>39</b>

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

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

Track category<sup>1</sup>

- 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	7,841	31.30	48.88	16.2	1
2	B	5,910	12.36	43.91	12.5	2
3	C	3,634	2.59	34.49	59.4	3
4	D	4,432	0.36	23.47	18.1	4
5	E	7,789	XXXXXXX	XXXXXXX		5
6	TOTAL	29,606	15.09	39.93	106.2	6
7	F		XXXXXXX	XXXXXXX	5.1	7
8	Potential abandonments	702	2.60	34.35	23.3	8

<sup>1</sup> 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 4,355 miles of track used in combination freight and passenger service.

## 721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement.
2. In column (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during 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.

Line No.	Track category (a)	Number of crossties laid in replacement										Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties Percent of spot maintenance (k)	Line No.
		New ties			Second-hand ties									
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)						
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)							
1	A	631,709		129,385		3,378			764,472	0.29	1			
2	B	498,417				19,329			517,746	0.46	2			
3	C	139,768				19,493			159,261	2.14	3			
4	D	158,524				10,849			169,373	3.97	4			
5	E	232,979				110,447			343,426	4.88	5			
6	TOTAL	1,661,397		129,385		163,496			1,954,278	1.16	6			
7	F										7			
8	Potential abandonments	30,877				3,194			34,071	0.37	8			

9 Average cost per crosstie \$ 19.99 and switchtie (MBM) \$ 749.13

## 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 BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e) —	Average cost per M feet (board measure) (f)		
1	T	75,557	19.79	1,489	603,132.82	770	NEW	1
2	T	2,557					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	78,114		1,489	603,132.82	770		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					11.60		21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					8.88		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 (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)			
1	A	335.87	2.89	125.59	10.47	461.46	13.36	2.81	1	
2	B	41.84	0.69	50.53	4.95	92.37	5.64	5.75	2	
3	C	4.05	0.61	58.99	6.89	63.04	7.50	10.63	3	
4	D	17.03	0.72	87.98	3.15	105.01	3.87	3.55	4	
5	E	0.37	1.09	81.43	7.24	81.80	8.33	9.24	5	
6	TOTAL	399.16	6.00	404.52	32.70	803.68	38.70	4.59	6	
7	F								7	
8	Potential abandonments	0.46	0.40	31.47	2.36	31.93	2.76	7.96	8	

9 Average cost of new and relay rail laid in replacement per gross ton : \$544.24 New \$72.89 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 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 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	46	21	474	115	25	21	459	1	
2										2	
3	2	132	58	26	474	132	15	7	459	3	
4										4	
5	2	136	322	154	474	136	56	26	459	5	
6										6	
7	4	100	2		63	100	14	1	64	7	
8										8	
9	4	115	166	12	63	115	146	11	64	9	
10										10	
11	4	122				122	20	1	64	11	
12										12	
13	4	132	1,552	97	63	131	780	49	64	13	
14										14	
15	4	136	517	31	63	132	949	60	64	15	
16										16	
17	4	140	25	1	63	140	25	1	64	17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	Total	N/A	2,688	342	127.23	N/A	2,030	177	87.19	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									11.60	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									8.88	35
36	Track—miles of welded rail installed on system this year: 401.84 ; total to date 20,986.52 .										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	19.23			1
2	80	25.14			2
3	85	76.94			3
4	90	206.45			4
5	100	1,408.23			5
6	105	44.65			6
7	110	77.18			7
8	112	844.37			8
9	115	2,788.71			9
10	122	2,220.35			10
11	130	135.05			11
12	131	1,369.84			12
13	132	5,803.90			13
14	133	5.98			14
15	136	1,505.78			15
16	140	430.65			16
17	155	0.73			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	16,963.18			48

## 726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties			Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced	Crossties (b)	Percent replaced	Miles of rail replaced (rail-miles) (f)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (j)	
		Switch and Bridge ties (board feet) (c)		Crossties (d)		Switch and Bridge ties (board feet) (e)				
1	A	764,472	2,567,711	3.3	474.82	3.02	659,047	2,720	34.7	1
2	B	517,746	3,987,774	3.0	88.01	0.83	362,960	1,498	25.4	2
3	C	159,261	1,011,833	1.5	70.54	0.97	147,316	608	16.7	3
4	D	169,373	392,989	1.3	108.88	1.23	86,258	356	8.0	4
5	E	343,428	1,114,970	1.5	90.13	0.58	232,120	958	12.3	5
6	TOTAL	1,954,278	6,998,855	2.2	842.38	1.42	1,487,701	6,140	20.7	6
7	F									7
8	Potential abandonments	34,071	188,278	1.7	34.69	2.47	41,675	172	24,350.0	8

750. CONSUMPTION OF DIESEL FUEL  
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service	Diesel		Line No.
		Diesel oil (gallons)		
1	Freight	(a)	(b)	1
2	Passenger	329,499,900	—	2
3	Yard switching		36,611,100	3
4	TOTAL		366,111,000	4
5	COST OF FUEL \$(000)		220,092	5
6	Work Train		842,055	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 l.c.l. shipment of freight handled in mixed baggage express cars. Total Ton—Miles Revenue Freight should correspond to the Ton—Miles reported on Form CBS.
- (M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9—02 train switching hours included in Item 9—01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (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 railroads' expense. (Performed at railroads' 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)	18,759	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	11,972,581	XXXXXX	2
3		2-02 Way Trains	7,791,367	XXXXXX	3
4		2-03 Through Trains	45,875,200	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	65,639,148	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	65,639,148	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	33,938,643	XXXXXX	8
9		3-02 Way Trains	17,706,443	XXXXXX	9
10		3-03 Through Trains	103,538,466	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	155,183,552	XXXXXX	11
12		3-11 Train Switching (F)	1,620,840	XXXXXX	12
13		3-21 Yard Switching (G)	12,071,130	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	168,875,522	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	3	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	42,102	XXXXXX	16
17		4-012 Box-Equipped	179,472	XXXXXX	17
18		4-013 Gondola-Plain	38,034	XXXXXX	18
19		4-014 Gondola-Equipped	192,184	XXXXXX	19
20		4-015 Hopper-Covered	180,931	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	219,278	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	26,685	XXXXXX	22
23		4-018 Refrigerator-Mechanical	10,747	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	28,064	XXXXXX	24
25		4-020 Flat-TOFC/COFC	57,217	XXXXXX	25
26		4-021 Flat-Multi-Level	25,036	XXXXXX	26
27		4-022 Flat-General Service	965	XXXXXX	27
28		4-023 Flat-All Other	19,802	XXXXXX	28
29		4-024 All Other Car Types-Total	8,522	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,029,042	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	1	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	28,003	XXXXXX	32
33		4-112 Box-Equipped	142,077	XXXXXX	33
34		4-113 Gondola-Plain	27,955	XXXXXX	34
35		4-114 Gondola Equipped	177,974	XXXXXX	35
36		4-115 Hopper-Covered	167,398	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	196,271	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	25,529	XXXXXX	38
39		4-118 Refrigerator-Mechanical	7,637	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	23,519	XXXXXX	40
41		4-120 Flat-TOFC/COFC	11,298	XXXXXX	41
42		4-121 Flat-Multi-level	16,157	XXXXXX	42
43		4-122 Flat-General Service	958	XXXXXX	43
44		4-123 Flat-All Other	20,416	XXXXXX	44
45		4-124 All Other Car Types	8,388 8,387	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	853,581 853,580	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	23,668	XXXXXX	48
49		4-132 Box-Equipped	371	XXXXXX	49
50		4-133 Gondola-Plain	53,199	XXXXXX	50
51		4-134 Gondola-Equipped	5,566	XXXXXX	51
52		4-135 Hopper-Covered	162,282	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	74,756	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	130,094	XXXXXX	54
55		4-138 Refrigerator-Mechanical	7,327	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,974	XXXXXX	56
57		4-140 Flat-TOFC/COFC	267,411	XXXXXX	57
58		4-141 Flat-Multi-level	184,228	XXXXXX	58
59		4-142 Flat-General Service	18	XXXXXX	59
60		4-143 Flat-All Other	18,598	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	123,085	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	67,923	XXXXXX	62
63		4-146 All Other Car Types	4,332	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,127,832	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	10,234	XXXXXX	66
67		4-152 Box–Equipped	346	XXXXXX	67
68		4-153 Gondola–Plain	54,294	XXXXXX	68
69		4-154 Gondola–Equipped	6,322	XXXXXX	69
70		4-155 Hopper–Covered	159,345	XXXXXX	70
71		4-156 Hopper–Open Top–General Service	72,784	XXXXXX	71
72		4-157 Hopper–Open Top–Special Service	130,581	XXXXXX	72
73		4-158 Refrigerator–Mechanical	6,849	XXXXXX	73
74		4-159 Refrigerator–Non–Mechanical	5,120	XXXXXX	74
75		4-160 Flat–TOFC/COFC	28,270	XXXXXX	75
76		4-161 Flat–Multi–level	108,460	XXXXXX	76
77		4-162 Flat–General Service	31	XXXXXX	77
78		4-163 Flat–All Other	18,699	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	129,243	XXXXXX	79
80		4-165 Tank–22,000 Gallons and Over	70,808	XXXXXX	80
81		4-166 All Other Car Types	2,599	XXXXXX	81
82		4-167 TOTAL (lines 65–81)	803,985	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car–Miles	22,710	XXXXXX	83
84		4-18 No Payment Car–Miles (I) <sup>1</sup>	136,302	XXXXXX	84
		4-19 Total Car–Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit–Trains	1,194,812	XXXXXX	85
86		4-192 Way–Trains	264,481	XXXXXX	86
87		4-193 Through Trains	2,514,159	XXXXXX	87
88		4-194 TOTAL (lines 85–87)	3,973,452	XXXXXX	88
89		4-20 Caboose Miles	2,448	XXXXXX	89

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

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



## 755. RAILROAD OPERATING STATISTICS – Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	25,916,312		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	98,939,141	XXXXXX	99
100		6-021 Way Trains	17,856,029	XXXXXX	100
101		6-022 Through Trains	190,795,108	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	2,763,722	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	336,270,312		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	378,165	XXXXXX	105
106		7-02 Non-Revenue	2,484	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	380,649	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	153,734,000	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	153,734,000	XXXXXX	110
111		8-04 Non-Revenue-Road Service	901,197	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	901,197	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	154,635,197	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	3,482,116	XXXXXX	115
116		9-02 Train Switching	168,640	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,011,855	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	274,558	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	1,958,291	XXXXXX	120
121		12-02 Way Trains	6,362,275	XXXXXX	121
122		12-03 Through Trains	7,765,801	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trlrs & Cntnrs Lded & Unlded (Q)		XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unlded	3,887,141	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	6,508,994	XXXXXX	126
127		16-02 Marine Terminals-Ore	3,496,970	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,005,964	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	25,763	XXXXXX	130
131		17-02 Unserviceable	64	XXXXXX	131
132		17-03 Surplus	1,586	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	27,413	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

W. H. COSGROVE 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, 1994 to and including DECEMBER 30, 1994

W. H. Cosgrove  
(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 15th day of March, 19 95. My commission expires February 15, 1999

Use an  
LS.  
impression seal

Sandra K. Pamela  
(signature of officer authorized to administer oaths)  
#CC 431484

## 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, 19 94, to and including DECEMBER 30, 19 94.

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 15th day of March, 19 95. My commission expires February 15, 1999

Use an  
LS.  
impression seal

Sandra K. Pamela  
(signature of officer authorized to administer oaths)  
#CC 431484

**MEMORANDA  
(FOR USE OF COMMISSION ONLY)  
CORRESPONDENCE**

[illegible]

## CORRECTIONS

[illegible]

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