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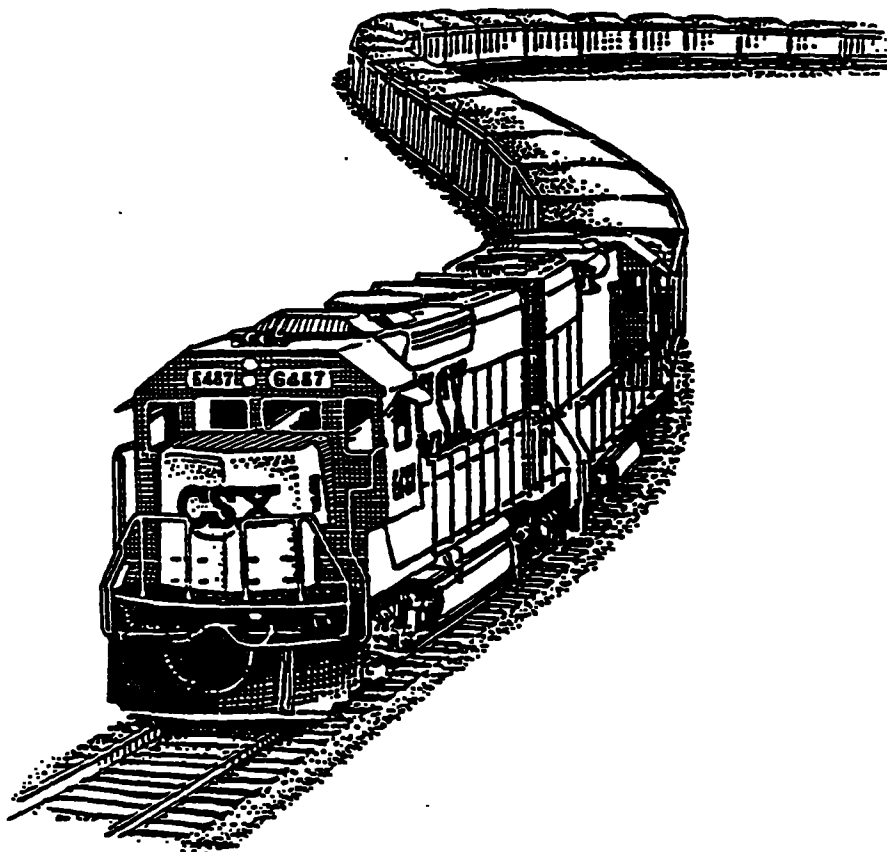
A n n u a l R e p o r t

to the

**Surface Transportation Board**

for the year ended

**December 29, 1995**



**CSX Transportation, Inc.**

500 Water Street

Jacksonville, FL

32202

# 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 I of the Interstate Commerce Act:

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

(49) U.S.C. 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 (h) 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.

For Index, See back of book

**ANNUAL REPORT**

of

**CSX TRANSPORTATION, INC.**

to the

**SURFACE TRANSPORTATION BOARD**

for the

**YEAR ENDED DECEMBER 29, 1995**

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:

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  
 Boca Bay Properties, Inc.  
 Buffalo, Rochester and Pittsburgh Railway Company  
 CSX Capital Management, Inc.  
 CSX Realty Development Corporation  
 CSX Resources, Inc. - Georgetown  
 CSX Tower II Properties, Inc.  
 The Carrollton Railroad  
 The Cincinnati Inter-Terminal Railroad Company  
 The Cleveland Terminal and Valley Railroad Company  
 Cybernetics Systems, Inc.  
 Dayton and Michigan Railroad Company  
 Energy Resources and Logistics, Inc.  
 FGMR, Inc.  
 Fruit Growers Express Company  
 Franklin Point, Inc.  
 Gainesville Midland Railroad Company  
 Holston Land Company, Incorporated  
 The Home Avenue Railroad Company  
 Hooker Barnes 7 - Partnership  
 Hooker Barnes Homes - J.V.  
 Hooker Core, Inc.  
 Hooker Homes, Inc.  
 H & M Ventures - Partnership  
 Hooker Silver, Inc.  
 Hooker Ten, Inc.  
 James Center Development Company  
 James Center Development Company - Richmond  
 Lakeland City Center, Inc.  
 L&N Development Corporation  
 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  
 RDC Projects, 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  
 The 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.:

**ADRIAN REALTY COMPANY**

**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 29, 1995
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)	Preferred		
Second (e)	First (f)						
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30



**C. VOTING POWERS AND ELECTIONS - Continued**

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

**NOTES AND REMARKS**

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No
<b>Current Assets</b>						
1		701	Cash			1
2		702	Temporary Cash Investments	677,204	510,065	2
3		703	Special Deposits	100	75	3
4		704	Accounts Receivable			
			- Loan and Notes	7,329	7,411	4
5		705	- Interline and Other Balances	3,954	17,075	5
6		706	- Customers	1,214	28,509	6
7		707	- Other	10,856	10,179	7
8		709, 708	- Accrued Accounts Receivables	50,707	30,429	8
9		708.5	- Receivables from Affiliated Companies	5,446	17,703	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(22,570)	(26,608)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	204,490	248,049	11
12		712	Materials and Supplies	116,374	117,431	12
13		713	Other Current Assets	20,489	7,858	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>1,075,593</b>	<b>968,176</b>	<b>14</b>
<b>Other Assets</b>						
15		715, 716, 717	Special Funds	8,467	29,162	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	226,836	189,184	16
17		722, 723	Other Investments and Advances	39,938	35,717	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.			18
19		737, 738	Property Used in Other than Carner Operation (less Depreciation) \$	240,084	84,437	19
20		739, 741	Other Assets	115,127	101,542	20
21		743	Other Deferred Debits	18,574	28,237	21
22		744	Accumulated Deferred Income Tax Debits			22
23			<b>TOTAL OTHER ASSETS</b>	<b>649,026</b>	<b>468,279</b>	<b>23</b>
<b>Road and Equipment</b>						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	8,938,197	8,903,017	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	3,829,018	3,743,696	25
26		731, 732	Unallocated Items	219,038	275,539	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,036,564)	(4,109,477)	27
28			<b>NET ROAD AND EQUIPMENT</b>	<b>8,949,689</b>	<b>8,812,775</b>	<b>28</b>
29			<b>TOTAL ASSETS</b>	<b>10,674,308</b>	<b>10,249,230</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	12,770	18,065	31
32		753	Audited Accounts and Wages	108,899	109,548	32
33		754	Other Accounts Payable	36,068	41,167	33
34		755, 756	Interest and Dividends Payable	12,694	12,999	34
35		757	Payables to Affiliated Companies	78,714	69,631	35
36		759	Accrued Accounts Payable	807,617	710,139	36
37		760, 761, 761.5, 762	Taxes Accrued	(11,468)	41,447	37
38		763	Other Current Liabilities	164,207	187,423	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	73,744	88,804	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>1,283,245</b>	<b>1,279,223</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded Debt Unmatured	129,078	131,400	41
42		766	Equipment Obligations	364,854	312,253	42
43		766.5	Capitalized Lease Obligations	120,613	148,804	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	67,597	66,295	45
46		770.1, 770.2	Unamortized Debt Premium	(1,047)	(1,117)	46
47		781	Interest in Default			47
48		783	Deferred Revenues – Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,264,661	2,245,723	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,397,537	1,414,819	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>4,343,293</b>	<b>4,318,177</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)	1,192,511	1,046,555	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	3,674,038	3,424,054	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	5,047,770	4,651,830	61
62			<b>TOTAL LIABILITIES &amp; SHAREHOLDER'S EQUITY</b>	<b>10,674,308</b>	<b>10,249,230</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: \$ 4,544
- 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 29, 1995 and December 30, 1994.

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 \$ 171 million at December 29, 1995.

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 \$ 26 million in 1995, and \$ 42 million in 1994.

CSX and its subsidiaries, including Respondent, sponsor 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. Annual contributions to the plans are sufficient to meet the minimum funding standards set forth in the Employee Retirement Income Security Act of 1974, as amended.

Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements 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 participating employees covered by certain collective bargaining agreements. Expense for these plans was \$ 22 million for each of the years 1995, and 1994.

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 medical plan is contributory, with retiree contributions adjusted annually, and contains other cost-sharing features such as deductibles and coinsurance. The net benefit obligation for the medical plan anticipates future cost-sharing changes consistent with the Respondent's expressed intent to increase retiree contribution rates annually in line with the expected medical cost inflation rates. The life insurance plan is non-contributory.

Under collective bargaining agreements, the Respondent 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 \$ 148 million, and \$ 125 million were made to these plans in 1995, and 1994, respectively.

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

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. Investments in companies that are not majority-owned are carried at either cost or equity, depending on the extent of control. Respondent is a wholly-owned subsidiary of CSX.

**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, 1995 and December 31, 1994, accounts receivable sold under this agreement totaled \$ 603 million and \$ 579 million, respectively. In addition, Respondent has a revolving agreement to sell with recourse on a monthly basis, an undivided percentage ownership interest in all miscellaneous accounts receivable to a financial institution. At December 30, 1995, and December 31, 1994 accounts receivable sold under this agreement totaled \$ 46 million.

11. In the second quarter of 1995, Respondent recorded a \$196 million pretax restructuring charge to recognize the costs associated with a contractual agreement with AT&T Solutions (AT&T) to replace, manage and technologically enhance its existing private telecommunications network. The charge reduced 1995 net earnings by \$ 121 million. The initiative resulted in a \$ 163 million write-down of assets rendered technologically obsolete and will further result in separation and labor protection payments totaling \$ 33 million to affected employees.

Under the agreement, AT&T supplies and manages new technology, rendering the Respondent's existing telecommunication assets commercially obsolete. The Respondent is obligated to pay minimum charges of approximately \$ 330 million in equal annual amounts over the next ten years.

The commercially obsolete assets represent the Respondent's internal companywide telecommunications network including the existing microwave and fiber optic communication systems. AT&T provides wireless communication technology over its existing network to replace the Respondent's system. The commercially obsolete assets have no alternative use or significant net realizable value. As a result of the agreement with AT&T, the net book value of the assets being replaced was reduced by \$ 163 million.

The total provision for separation and labor protection payments relates to approximately 275 affected employees and was based on the collective bargaining agreements with members of clerical, electrical, and signal crafts. The Respondent expects the affected employees to be impacted within four to five years. Through December 29, 1995, 29 employee separations have been finalized.

12. 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 1995, and 1994 totaled \$ 227 million, and \$ 192 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.

13. Included in Account 702 "Temporary Cash Investments" at December 30, 1995 and December 31, 1994, of \$ 677 million and \$ 510 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**

14. In 1994, Respondent repaid the remaining formal long-term borrowings from CSX outstanding at December 31, 1993. No long term borrowings from CSX were outstanding during 1995. Interest expense on borrowings from CSX was \$ 3 million in 1994.

15. 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 \$ 147 million at December 29, 1995, under the arrangements.

16. 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 29, 1995, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 176 million for 1996, \$ 178 million for 1997, \$ 179 million for 1998, \$ 164 million for 1999, \$ 147 million for 2000, and \$ 1.3 billion thereafter.



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

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

**NOTES TO FINANCIAL STATEMENTS**

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

**NOTES TO FINANCIAL STATEMENTS**

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

**NOTES TO FINANCIAL STATEMENTS**

**210. RESULTS OF OPERATIONS**  
(Dollars in thousands)

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

5. Cross-checks

**Schedule 210**  
Line 15, column (b)  
Line 47 plus 48 plus 49, col (b)  
Line 50, col (b)

**Schedule 210**  
= Line 62, col (b)  
= Line 63, col (b)  
= Line 64, col (b)

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

**Schedule 410**  
= 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 OPERATING INCOME Railway Operating Income</b>					
1		(101) Freight	4,673,869	4,505,656	4,673,869		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	44,878	44,046	44,878		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	34,382	28,238	34,382		6
7		(110) Incidental	65,833	47,419	65,833		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)	4,818,962	4,625,359	4,818,962		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</b> (lines 10-12)	4,818,962	4,625,359	4,818,962		13
14		(531) Railway operating expenses	4,157,773	3,892,232	4,157,773		14
15		Net revenue from railway operations	661,189	733,127	661,189		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	11,650	11,645			16
17		(510) Miscellaneous rent income	20,171	19,219			17
18		(512) Separately operated properties - Profit					18
19		(513) Dividend Income (cost method)	1,622	622			19
20		(514) Interest Income	50,447	32,702			20
21		(516) Income from sinking and other funds	422	64			21
22		(517) Release of premiums on funded debt	22	22			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	47,946	129,568			24
25		Income from affiliated companies: 519					
25		a. Divdends (equity method)					25
26		b. Equity in undistributed earnings (losses)	4,666	1,967			26
27		<b>TOTAL OTHER INCOME</b> (lines 16-26)	136,946	195,809			27
28		<b>TOTAL INCOME</b> (lines 15, 27)	798,135	928,936			28
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	(8,315)	(7,758)			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	(91,293)	(91,744)			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS</b> (lines 29-35)	(99,608)	(99,502)			36
37		<b>Income available for fixed charges</b> (lines 28, 36)	698,527	829,434			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	44,682	43,817	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	805	842	40
41		(548) Amortization of discount on funded debt	730	656	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>46,217</b>	<b>45,315</b>	<b>42</b>
43		Income after fixed charges (lines 37, 42)	652,308	784,119	43
<b>OTHER DEDUCTIONS</b>					
		(546) Interest on funded debt:			
44		(c) Contingent interest	222	238	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	652,086	783,881	46
<b>PROVISIONS FOR INCOME TAXES</b>					
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	169,412	105,764	47
48		(b) State income taxes	22,817	12,095	48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	51,573	170,869	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	<b>243,802</b>	<b>288,728</b>	<b>51</b>
52		Income from continuing operations (lines 46-51)	408,284	495,153	52
<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		Income before extraordinary items (lines 52 + 53 + 54)	408,284	495,153	55
<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>0</b>	<b>0</b>	<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$ )			60
61		Net income (loss) (lines 55 + 59 + 60)	408,284	495,153	61
62		Reconciliation of net railway operating income (NROI)			
62		Net revenues from railway operations	661,189	733,127	62
63		(556) Income taxes on ordinary income (-)	(192,229)	(117,859)	63
64		(557) Provision for deferred income taxes (-)	(51,573)	(170,869)	64
65		Income from lease of road and equipment (-)	(18,258)	(18,627)	65
66		Rent for leased roads and equipment (+)	26,094	26,703	66
67		Net railway operating income (loss)	425,223	452,475	67

**NOTES AND REMARKS FOR SCHEDULES 210 AND 220**

**220. RETAINED EARNINGS**

(Dollars in thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings – unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No
1		Balances at beginning of year	3,416,514	7,540	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		<b>CREDITS</b>			
3		(602) Credit balance transferred from income	403,618	4,666	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		<b>TOTAL</b>	403,618	4,666	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	158,300		11
12		Preferred stock (1)			12
13		<b>TOTAL</b>	158,300	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	245,318	4,666	14
15		Balances at close of year (lines 1, 2 and 14)	3,661,832	12,206	15
16		Balances from line 15(c)	12,206	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,674,038	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	0	0	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							0	14
15	Capital Contribution from Parent							145,956	15
16									16
17	Balance at close of year	0	0	9,061,038	181,221	0	0	1,192,511	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	408,284	495,153	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	4,328	3,932	11
12		Depreciation and amortization expenses	385,668	371,663	12
13		Increase (decrease) provision for deferred income taxes	51,572	170,870	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	153	153	14
15		(Increase) decrease in accounts receivable	67,221	(10,824)	15
16		(Increase) decrease in materials and supplies, and other current assets	(6,731)	34,281	16
17		Increase (decrease) in current liabilities other than debt	15,461	(31,695)	17
18		Increase (decrease) in other—net	127,789	(143,485)	18
19		Net cash provided from continuing operations	1,053,745	890,048	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>1,053,745</b>	<b>890,048</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	75,764	17,827	22
23		Capital expenditures	(764,491)	(675,790) *	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	181,449	440,655	25
26		Purchase price of long-term investment and advances	(231,255)	(329,332)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other—net	10,628	(53,558)	28
29		<b>NET CASH USED IN INVESTING ACTIVITIES</b>	<b>(727,905)</b>	<b>(600,198)</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	120,755	92,225	30
31		Principal payments of long-term debt	(114,097)	(116,818)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock	0		33
34		Cash dividends paid	(158,300)	(28,575)	34
35		Other—net — Proceeds from sale/leaseback transaction	(7,059)	(62,891)	35
36		<b>NET CASH FROM FINANCING ACTIVITIES</b>	<b>(158,701)</b>	<b>(116,059)</b>	<b>36</b>
37		<b>NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS</b>	<b>167,139</b>	<b>173,791</b>	<b>37</b>
38		Cash and cash equivalents at beginning of year	510,065	336,274	38
39		<b>CASH &amp; CASH EQUIVALENTS AT END OF THE YEAR</b>	<b>677,204</b>	<b>510,065</b>	<b>39</b>
Footnotes to Schedule 240					
Cash paid during the year for:					
40		Interest (net of amount capitalized)**	50,776	53,236	40
41		Income taxes (net) **	226,848	192,209	41

\* Includes capital expenditures for non-transportation property of ( \$656 ) in 1995 and ( \$28,082 ) in 1994.

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

**245. WORKING CAPITAL**

(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances	Schedule 200, line 5, column b	3,954	1
2	Customers (706)	Schedule 200, line 6, column b	1,214	2
3	Other (707)	Note A	8,003	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	13,171	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,818,962	5
6	Rent Income	Note B	133,495	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	4,952,457	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	13,757	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	1	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	16	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	12,770	11
12	Audited Accounts and Wages Payable (753)	Note A	109,197	12
13	Accounts Payable—Other (754)	Note A	31,737	13
14	Other Taxes Accrued (761.5)	Note A	66,618	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	220,322	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	4,157,773	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	385,229	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3,906,039	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	10,850	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 - line 19	20	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	0	21
22	Cash Working Capital Required	Line 21 x line 19	0	22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	677,204	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	0	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Materials and Supplies (712)	Note A	115,729	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	6,064	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	109,665	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	109,665	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	Four Rivers Transportation	35.00	7
8	721	A-1	VII	Lakefront Dock RR Terminal Co.	50.00	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	Terminal Railroad Assoc. of St. Louis	12.48	12
13	721	A-1	VII	Trailer Train	9.34	13
14	721	A-1	VII	Winston-Salem Southbound Rwy. B	50.00	14
15	721	A-1	VII	Woodstock & Blacton Rwy Co A	50.00	15
16				TOTAL CLASS A-1		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	Beaver Street Tower Co.	50.00	20
21	721	A-3	VI	CSX Corporation		21
22	721	A-3	VI	Green Real Estate	33.33	22
23	721	A-3	VI	Helm Atlantic Assoc. (Partnership)	50.00	23
24	721	A-3	VI	James Center Development Co.	33.33	24
25	721	A-3	VI	Richmond Center Associates (Partnership)	50.00	25
26	721	A-3	VI	Wes Jax Development Co	9.92	26
27				TOTAL CLASS A-3		27
28				TOTAL STOCK		28
29						29
30	721	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		30
31				TOTAL CLASS B-1		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 (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	28		28	0				1
2	37			37				2
3	891			891				3
4	67			67			5	4
5	11			11			1	5
6	19			19				6
7		24,766		24,766				7
8	4,625			4,625				8
9	3,758	8,995		12,753		(6,604)		9
10	16			16			432	10
11	3			3				11
12				0				12
13	250			250				13
14	623			623			0	14
15	121			121			6	15
16	10,449	33,761	28	44,182		(6,604)	444	16
17	20			20				17
18	20			20				18
19								19
20	167	0		167				20
21	280	40,224	0	40,504			1,044	21
22	20			20			0	22
23	1,993	7		2,000				23
24	1,500		1,500	0				24
25		2,144		2,144		0		25
26	50			50				26
27	4,010	42,375	1,500	44,885			1,044	27
28	14,479	76,136	1,528	89,087		0	1,488	28
29								29
30	378			378				30
31	378	0	0	378				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	X	CSX Realty - Boca Grande		1
2	721	C-1	X	CSX Realty - Eckington Yard		2
3	721	C-1	X	CSX Realty - Franklin Point		3
4	721	C-1	VII	Customized Transportation, Inc		4
5	721	C-1	VII	Helm Atlantic Assoc (Partnership)		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, Inc.		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	5,335		5,335				402	1
2	12,225		12,225				975	2
3	6,882		6,882				644	3
4	40,000			40,000			2,380	4
5	10,250	4,834	6,517	8,567				5
6	3,932			3,932			275	6
7	78,624	4,834	30,959	52,499			4,676	7
8								8
9	127		127				11	9
10	86	13		99			4	10
11	3			3				11
12	32,139			32,139				12
13	(730)		(730)					13
14	9,344		9,344					14
15	843		193	650			89	15
16	765		237	528			180	16
17	42,577	13	9,171	33,419			284	17
18								18
19	74			74				19
20	36			36				20
21	110			110				21
22								22
23	759	631	580	810				23
24	10			10				24
25	48,611		5,190	43,421				25
26	49,380	631	5,770	44,241				26
27	92,067	644	14,941	77,770			284	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35	14,479	76,136	1,528	89,087		(6,604)		35
36	378			378				36
37	78,624	4,834	30,959	52,499				37
38	92,067	644	14,941	77,770			284	38
39	(3,904)	(2,700)		(6,604)				39
40	181,644	78,914	47,428	213,130		(6,604)	284	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</u> <u>Pledged</u>	<u>Extent of</u> <u>Control</u> <u>Pledged</u>	<u>Book</u> <u>Value</u> <u>Pledged</u>
Page 26:			
Line 3	2,400	46.15%	\$2251
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.

Page 26:			
Line 14	6,221	99.94%	623

Page 27 - Column (h):

- Line 24 - Deduction due to contribution of James Center Development Co. by  
Parent to Respondent.

Page 29 - Column (h):

- Line 1, 2 & 3 - Deduction due to contribution of CSX Realty Inc. by Parent to Respondent

- Line 13 - Deduction due to reclassification of liability.

- Line 14 - Advances contributed by Respondent to Nicholas, Fayette & Greenbrier Railroad Co.

Page 26 Other Parties to Joint Control:

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 - Various Individuals  
Line 08 - Conrail  
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 - Various Carriers  
Line 14 - Norfolk Southern Rwy. Co.  
Line 15 - Alabama Great Southern RR Co.  
Line 17 - Conrail  
Line 20 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway  
Line 22 - Conrail and Norfolk Southern Rwy. Co.  
Line 23 - Helm Financial Corp.  
Line 25 - River View II Associates

## 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	(a) Name of issuing company and description of security held	(b) Balance at beginning of year	(c) Adjustments for investments equity method	(d) Equity in undistributed earnings (losses) during year	(e) Amortization during year	(f) Adjustment for investments disposed of or written down during year	(g) Balance at close of year	Line No.
<b>Carriers: (List specifics for each company)</b>								
1	Winston-Salem Southbound Rwy Co. - Stock	7,166		5			7,171	1
2	Four Rivers Transportation - Stock			451			451	2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	7,166	0	456		0	7,622	13
<b>Noncarrier (List specifics for each company)</b>								
14	James Center Development Co	(1,500)				1,500	0	14
15	Helm Atlantic Assoc.	1,874		4,409			6,283	15
16	Richmond Center Assoc	0		(199)			(199)	16
17		0					0	17
18								18
19	Total Non-Carriers	374	0	4,210	0	1,500	6,084	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	7,540	0	4,666		1,500	13,706	27

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

## NOTES AND REMARKS ( ) = Credits

Dollars in Thousands

## NOTES to Schedule 330

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

1. Reclassification of Mohoning State Line RR Company from non-consolidated to consolidated.	385
2. Reclassification of Three Rivers RR Company from non-consolidated to consolidated	13,629
3. Inventory adjustment.	( 1,582)
	<hr/>
	12,432

## 330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

## PROPERTY AND EQUIPMENT

(Dollars in thousands)

Line No	Cross Check	Account (a)	Balance beginning of year (b)	Expenditures during the year for original road & equipment, & road extensions (c)	Expenditures during the year for purchase of existing lines, re-organizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	181,647			1
2		(3) Grading	571,491			2
3		(4) Other right-of-way expenditures	2,673			3
4		(5) Tunnels and subways	65,590			4
5		(6) Bridges, trestles, and culverts	586,769			5
6		(7) Elevated structures				6
7		(8) Ties	1,966,621			7
8		(9) Rail and other track material	2,479,907			8
9		(11) Ballast	1,163,619			9
10		(13) Fences, snow sheds, and signs	6,076			10
11		(16) Station and office buildings	316,787			11
12		(17) Roadway buildings	19,062			12
13		(18) Water stations				13
14		(19) Fuel stations	23,729			14
15		(20) Shops and enginehouses	259,194			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	4,977			17
18		(24) Coal and ore wharves	146,863			18
19		(25) TOFC/COFC terminals	112,970			19
20		(26) Communication systems	158,031			20
21		(27) Signals and interlockers	496,765			21
22		(29) Power plants	1,340			22
23		(31) Power-transmission systems	23,016			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	145,415			25
26		(39) Public improvements - Construction	77,457			26
27		(44) Shop machinery	90,499			27
28		(45) Power-plant machinery	2,520			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	8,903,018			30
31		(52) Locomotives	1,511,469			31
32		(53) Freight-train cars	1,895,211			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	59,953			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	75,748			36
37		(58) Miscellaneous equipment	147,835			37
38		(59) Computer systems and word processing equipment	33,797			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	3,725,788			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	293,446			42
43		GRAND TOTAL	12,922,252			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		7,733	1,614	6,119	187,766	1
2		19,035	13,329	5,706	577,197	2
3		46	96	(50)	2,623	3
4		3,288	143	3,145	68,735	4
5		30,118	3,749	26,369	613,138	5
6				0	0	6
7		86,779	58,998	27,781	1,994,402	7
8		70,391	44,497	25,894	2,505,801	8
9		37,382	19,197	18,185	1,181,804	9
10		219	182	37	6,113	10
11		32,635	6,460	26,175	342,962	11
12		486	179	307	19,369	12
13				0	0	13
14		1,842	571	1,271	25,000	14
15		15,488	13,690	1,798	260,992	15
16				0	0	16
17				0	4,977	17
18		4,030	313	3,717	150,580	18
19			50	(50)	112,920	19
20		27,270	158,402	(131,132)	26,899	20
21		36,936	11,462	25,474	522,239	21
22			23	(23)	1,317	22
23		189	4	185	23,201	23
24				0	0	24
25		22,910	28,024	(5,114)	140,301	25
26		1,938	1,867	71	77,528	26
27		7,383	7,957	(574)	89,925	27
28			112	(112)	2,408	28
29				0	0	29
30		406,098	370,919	35,179	8,938,197	30
31		159,278	33,959	125,319	1,636,788	31
32		248,937	276,207	(27,270)	1,867,941	32
33				0	621	33
34			2,571	(2,571)	57,382	34
35				0	1,154	35
36		6,185	2,260	3,925	79,673	36
37		15,956	15,230	726	148,561	37
38		3,101		3,101	36,898	38
39		433,457	330,227	103,230	3,829,018	39
40				0	0	40
41				0	0	41
42		(74,408)		(74,408)	219,038	42
43		765,147	701,146	64,001	12,986,253	43

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

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December, in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents 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	571,491	577,197	0.72	4,983	4,983		1
2	(4)	Other right-of-way expenditures	2,673	2,623	1.54	1	1		2
3	(5)	Tunnels and subways	65,590	68,735	1.15				3
4	(6)	Bridges, trestles, and culverts	586,769	613,138	1.33	1,878	1,878		4
5	(7)	Elevated structures							5
6	(8)	Ties	1,966,621	1,994,402	4.26	1,170	1,170		6
7	(9)	Rail and other track material	2,479,907	2,505,801	2.70	2,702	2,702		7
8	(11)	Ballast	1,163,619	1,181,804	2.72	1,968	1,968		8
9	(13)	Fences, snowsheds, and signs	6,076	6,113	2.00	23	23		9
10	(16)	Station and office buildings	316,787	342,962	2.50	548	548		10
11	(17)	Roadway buildings	19,062	19,369	2.44	3	3		11
12	(18)	Water stations							12
13	(19)	Fuel stations	23,729	25,000	3.70				13
14	(20)	Shops and enginehouses	259,194	260,992	2.44	3	3		14
15	(22)	Storage warehouses							15
16	(23)	Wharves and docks	4,977	4,977	2.86				16
17	(24)	Coal and ore wharves	146,863	150,580	1.59				17
18	(25)	TOFC/COFC terminals	112,970	112,920	2.94				18
19	(26)	Communication systems	158,031	26,899	2.86				19
20	(27)	Signals and interlockers	496,765	522,239	2.56	240	240		20
21	(29)	Power plants	1,340	1,317	1.06				21
22	(31)	Power-transmission systems	23,016	23,201	1.43				22
23	(35)	Miscellaneous structures							23
24	(37)	Roadway machines	145,415	140,301	4.09	11	11		24
25	(39)	Public improvements - Construction	77,457	77,528	1.12				25
26	(44)	Shop machinery	90,499	89,925	3.85				26
27	(45)	Power-plant machinery	2,520	2,408	2.94				27
28		All other road accounts							28
29		Amortization (other than defense projects)							29
30		TOTAL ROAD	8,721,371	8,750,431		13,530	13,530		30
		EQUIPMENT							
31	(52)	Locomotives	1,511,469	1,636,788	3.98				31
32	(53)	Freight-train cars	1,895,211	1,867,941	3.65				32
33	(54)	Passenger-train cars	621	621					33
34	(55)	Highway revenue equipment	59,953	57,382	9.14				34
35	(56)	Floating equipment	1,154	1,154	2.13				35
36	(57)	Work equipment	75,748	79,673	2.93				36
37	(58)	Miscellaneous equipment	147,835	148,561	11.35				37
38	(59)	Computer systems and word processing equipment	33,797	36,898	14.29				38
39		TOTAL EQUIPMENT	3,725,788	3,829,018		0	0		39
40		GRAND TOTAL	12,447,159	12,579,449	N/A	13,530	13,530	N/A	40

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



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

1 Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation, Road and Equipment Property", during the year relating to owned and used road equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals – Credit – Equipment" accounts and "Other Rents – Credit – Equipment" accounts. Exclude any entries of depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental – Debit – Equipment" account and "Other Rents – Debit – Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

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

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

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

5 Enter amounts representing amortization under an authorized program other than for defense projects on lines 29 and 39

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	165,512	3,901		13,329		156,084	1
2		(4) Other right-of-way expenditures	1,536	40		63		1,513	2
3		(5) Tunnels and subways	20,945	777		143		21,579	3
4		(6) Bridges, trestles, and culverts	122,326	7,889		3,749		126,466	4
5		(7) Elevated structures						0	5
6		(8) Ties	856,820	78,857		70,803		864,874	6
7		(9) Rail and other track material	492,393	54,409		31,574		515,228	7
8		(11) Ballast	365,124	30,086		19,652		375,558	8
9		(13) Fences, snowsheds, and signs	5,970	110		182		5,898	9
10		(16) Station and office buildings	76,360	7,655		6,186		77,829	10
11		(17) Roadway buildings	10,449	469		124		10,794	11
12		(18) Water stations						0	12
13		(19) Fuel stations	7,486	832		571		7,747	13
14		(20) Shops and enginehouses	122,723	6,262		13,629		115,356	14
15		(22) Storage warehouses						0	15
16		(23) Wharves and docks	2,452	56				2,508	16
17		(24) Coal and ore wharves	102,378	2,840		291		104,927	17
18		(25) TOFC/COFC terminals	20,267	3,370		50		23,587	18
19		(26) Communication systems	5,703	4,614	163,000	158,494		14,823	19
20		(27) Signals and interlockers	141,292	12,979		11,462		142,809	20
21		(29) Power plants	512	16		23		505	21
22		(31) Power-transmission systems	7,338	326		4		7,660	22
23		(35) Miscellaneous structures						0	23
24		(37) Roadway machines	34,651	2,201		22,350		14,502	24
25		(39) Public improvements - Const.	18,531	865		1,863		17,533	25
26		(44) Shop machinery	25,175	3,144		7,668		20,651	26
27		(45) Power-plant machinery	2,491	23		112		2,402	27
28		All other road accounts						0	28
29		Amortization (Adjustments)		(10,878)				(10,878)	29
30		TOTAL ROAD	2,608,434	210,843	163,000	362,322		2,619,955	30
		EQUIPMENT							
31	*	(52) Locomotives	494,465	67,889		28,370		533,984	31
32	*	(53) Freight-train cars	880,656	74,474		215,330		739,800	32
33	*	(54) Passenger-train cars						0	33
34	*	(55) Highway revenue equipment	56,258	3,674		2,426		57,506	34
35	*	(56) Floating equipment	43	25				68	35
36	*	(57) Work equipment	1,619	2,278		532		3,365	36
37	*	(58) Miscellaneous equipment	48,217	16,148		12,162		52,203	37
38		(59) Computer systems and word processing equipment	7,786	5,295				13,081	38
39	*	Amortization (Adjustments)		4,602				4,602	39
40		TOTAL EQUIPMENT	1,489,044	174,385		258,820		1,404,609	40
41		GRAND TOTAL	4,097,478	385,228	163,000	621,142		4,024,564	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 (c)	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	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		(a) ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements—const.				25
26		(44) Shop machinery*				26
27		(45) Power—plant machinery				27
28		All other road accounts				28
29		Amortization (Adjustments)				29
30		TOTAL ROAD				30
		EQUIPMENT				
31		(52) Locomotives				31
32		(53) Freight—train cars				32
33		(54) Passenger—train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		(59) Computer systems and word processing equipment				38
39		Amortization Adjustments				39
40		TOTAL EQUIPMENT				40
41		GRAND TOTAL (See Note)				41

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

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

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

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

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

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

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

Line No.	Cross Check	Account  (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)		
ROAD									
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public Improvements-const.							25
26		(44) Shop machinery							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
EQUIPMENT									
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

Included in Schedule 335

**NOTES AND REMARKS FOR SCHEDULE 342**

Dollars in Thousands

( ) = Debit

**350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS**  
(Dollars in thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00 and 32-23-00.
2. Show in columns (b) and (c), for each property account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used to compute the depreciation for December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
5. If the total road leased to others is less than 5% of the total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		<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		(28) 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	Balance at beginning of year	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year	Line No.
				Charges to operating expenses	Other credits	Retire-ments	Other debits		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		<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		TOTAL ROAD							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		TOTAL EQUIPMENT							38
39		GRAND TOTAL							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	16,263	12,986,253	4,036,564	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	111	4
5	P	High Point, Thomasville & Denton RR Co	34	9,928	4,212	5
6	P	Lake Front Dock and RR Terminal Co		14,987	8,218	6
7	P	Nicholas, Fayette and Greenbrier RR Co.	28	31,401	8,093	7
8	P	Winston-Salem Southbound Rwy. Co.		27,609	11,981	8
9			62	84,306	32,615	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	139	899		13
14	O	Norfolk & Southern RR	6	n/a		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			486	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	16,811	13,084,196	4,058,581	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	187,766		2,081	107	1
2		(3) Grading	577,197		10,321	4,983	2
3		(4) Other right-of-way expenditures	2,623		240	1	3
4		(5) Tunnels and subways	68,735		1,100		4
5		(6) Bridges, trestles, and culverts	613,138		2,560	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	1,994,402		18,548	1,170	7
8		(9) Rail and other track material	2,505,801		25,904	2,702	8
9		(11) Ballast	1,181,804		10,894	1,968	9
10		(13) Fences, snow sheds, and signs	6,113		64	23	10
11		(16) Station and office buildings	342,962		847	548	11
12		(17) Roadway buildings	19,369		10	3	12
13		(18) Water stations					13
14		(19) Fuel stations	25,000		83		14
15		(20) Shops and enginehouses	260,992		395	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	4,977				17
18		(24) Coal and ore wharves	150,580		8,342		18
19		(25) TOFC/COFC terminals	112,920		2		19
20		(26) Communication systems	26,899				20
21		(27) Signals and interlockers	522,239		1,682	240	21
22		(29) Power plants	1,317				22
23		(31) Power-transmission systems	23,201		195		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	140,301		304		25
26		(39) Public improvements - Construction	77,528		554	11	26
27		(44) Shop machinery	89,925				27
28		(45) Power-plant machinery	2,408				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	8,938,197		84,126	13,637	31
32		(52) Locomotives	1,636,788				32
33		(53) Freight-train cars	1,867,941		7		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	57,382				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	79,673				37
38		(58) Miscellaneous equipment	148,561		173		38
39		(59) Computer systems & word processing equipment	36,898				39
40		TOTAL EQUIPMENT	3,829,018		180		40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	219,038				43
44		GRAND TOTAL	12,986,253		84,306	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)  
 Line 510, column (f)  
 Line 511, column (f)  
 Line 512, column (f)  
 Line 513, column (f)  
 Line 514, column (f)  
 Line 515, column (f)  
 Line 516, column (f)  
 Line 517, column (f)

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

## SCHEDULE 450

Line 4 column b

## SCHEDULE 210

= Line 47 column b

## 410. RAILWAY OPERATING EXPENSES

(Dollars in thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the 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	Total	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	10,071	1,614	4,007	708	16,400		16,400	1
2		Bridge and Building	5,322	520	226	2,673	8,741		8,741	2
3		Signal	8,505	1,935	4,324	948	15,712		15,712	3
4		Communication	589	(332)	2	157	416		416	4
5		Other	20,299	4,719	7,042	8,490	40,550		40,550	5
REPAIR AND MAINTENANCE										
6		Roadway – Running	15,178	8,054	4,608	436	28,276		28,276	6
7		Roadway – Switching	4,585	1,712	1,213	(34)	7,476		7,476	7
8		Tunnels and Subways – Running	37				37		37	8
9		Tunnels and Subways – Switching	3	596			599		599	9
10		Bridges and Culverts – Running	10,420	3,935	1,132	2,068	17,555		17,555	10
11		Bridges and Culverts – Switching	243	2	7		252		252	11
12		Ties – Running	1,554	(420)	69	129	1,332		1,332	12
13		Ties – Switching	1,057	194	1	11	1,263		1,263	13
14		Rail and Other Track Material – Running	24,131	12,243	12,509	(291)	48,592		48,592	14
15		Rail and Other Track Material – Switching	7,477	1,542	98		9,117		9,117	15
16		Ballast – Running	10,471	829	917	579	12,796		12,796	16
17		Ballast – Switching	1,307	60	1	17	1,385		1,385	17
18		Road Property Damaged – Running	2,491	322	99	27	2,939		2,939	18
19		Road Property Damaged – Switching	285	20	10	2	317		317	19
20		Road Property Damaged – Other								20
21		Signal and Interlockers – Running	25,806	12,573	6,123	1,919	46,421		46,421	21
22		Signal and Interlockers – Switching	6,223	1,042	8		7,273		7,273	22
23		Communications Systems	10,133	5,910	434	257	16,734		16,734	23
24		Power Systems	629				629		629	24
25		Highway Grade Crossings – Running	5,732	2,336	175	14	8,257		8,257	25
26		Highway Grade Crossings – Switching	125	4		1	130		130	26
27		Station and Office Buildings	6,092	2,195	3,438	851	12,576		12,576	27
28		Shop Buildings – Locomotives	1,555	1,068	1,218	34	3,875		3,875	28
29		Shop Buildings – Freight Cars	1,272	980	416	125	2,793	N/A	2,793	29
30		Shop Buildings – Other Equipment	1,826	2,117	4,448		8,391		8,391	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	351	471			822		822	101
102		Miscellaneous Buildings and Structures	724	76	61	96	957		957	102
103		Coal Terminals	1	444	52		497	N/A	497	103
104		Ore Terminals	216	272	1		489	N/A	489	104
105		Other Marine Terminals	4	343	378		725	N/A	725	105
106		TOFC/COFC – Terminals	9	177			186	N/A	186	106
107		Motor Vehicle Loading and Distribution Facilities	2	9			11	N/A	11	107
108		Facilities for Other Specialized Service Operations		529			529	N/A	529	108
109		Roadway Machines	2,540	5,754	1,173	(4,453)	5,014		5,014	109
110		Small Tools and Supplies	280	(3,514)	43	(40)	(3,231)		(3,231)	110
111		Snow Removal	1,183	2	2	2	1,189		1,189	111
112		Fringe Benefits – Running	N/A	N/A	N/A	50,720	50,720		50,720	112
113		Fringe Benefits – Switching	N/A	N/A	N/A	(155)	(155)		(155)	113
114		Fringe Benefits – Other	N/A	N/A	N/A	28,255	28,255		28,255	114
115		Casualties and Insurance – Running	N/A	N/A	N/A	19,084	19,084		19,084	115
116		Casualties and Insurance – Switching	N/A	N/A	N/A					116
117		Casualties and Insurance – Other	N/A	N/A	N/A	1,923	1,923		1,923	117
118	*	Lease Rentals – Debit – Running	N/A	N/A	25,969	N/A	25,969		25,969	118
119	*	Lease Rentals – Debit – Switching	N/A	N/A	7	N/A	7		7	119
120	*	Lease Rentals – Debit – Other	N/A	N/A	8,200	N/A	8,200		8,200	120
121	*	Lease Rentals – [Credit] – Running	N/A	N/A	(17,416)	N/A	(17,416)		(17,416)	121
122	*	Lease Rentals – [Credit] – Switching	N/A	N/A		N/A				122
123	*	Lease Rentals – [Credit] – Other	N/A	N/A	(1,401)	N/A	(1,401)		(1,401)	123
124		Joint Facility Rent – Debit – Running	N/A	N/A	77	N/A	77		77	124
125		Joint Facility Rent – Debit – Switching	N/A	N/A		N/A				125
126		Joint Facility Rent – Debit – Other	N/A	N/A		N/A				126
127		Joint Facility Rent – [Credit] – Running	N/A	N/A	(1)	N/A	(1)		(1)	127
128		Joint Facility Rent – [Credit] – Switching	N/A	N/A	(1)	N/A	(1)		(1)	128
129		Joint Facility Rent – [Credit] – Other	N/A	N/A	(70)	N/A	(70)		(70)	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	153,751	153,751		153,751	136
137	*	Depreciation - Switching	N/A	N/A	N/A					137
138	*	Depreciation - Other	N/A	N/A	N/A	54,121	54,121		54,121	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	(286)	N/A	(286)		(286)	143
144		Joint Facility - [Credit] - Other	N/A	N/A	(9,405)	N/A	(9,405)		(9,405)	144
145		Dismantling Retired Road Property - Running	334	9	(1)	31	373		373	145
146		Dismantling Retired Road Property - Switching	18				18		18	146
147		Dismantling Retired Road Property - Other	10		1		11		11	147
148		Other - Running	2,428	1,312	5,223	38	9,001		9,001	148
149		Other - Switching	486	5			491		491	149
150		Other - Other	387	70	2	(4,943)	(4,484)		(4,484)	150
151		TOTAL WAY AND STRUCTURES	192,391	71,729	65,129	317,551	646,800		646,800	151
EQUIPMENT										
LOCOMOTIVES										
201		Administration	6,158	88	4,535	209	10,990		10,990	201
202	*	Repair and Maintenance	63,105	118,308	4,948	892	187,253		187,253	202
203	*	Machinery Repair	817	33	212		1,062		1,062	203
204		Equipment Damaged	69		523		592		592	204
205		Fringe Benefits	N/A	N/A	N/A	33,258	33,258		33,258	205
206		Other Casualties and Insurance	N/A	N/A	N/A	20,375	20,375		20,375	206
207	*	Lease Rentals - Debit	N/A	N/A	41,705	N/A	41,705		41,705	207
208	*	Lease Rentals - [Credit]	N/A	N/A	(734)	N/A	(734)		(734)	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	(8)	N/A	(8)		(8)	212
213	*	Depreciation	N/A	N/A	N/A	69,434	69,434		69,434	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								
218		Dismantling Retired Property					(19,255)		(19,255)	218
219		Other			83	(19,338)				
		TOTAL LOCOMOTIVES	70,149	118,429	51,264	104,830	344,672		344,672	219
220		FREIGHT CARS								
		Administration	11,307	(10,927)	5,107	11,530	17,017		17,017	220
221	*	Repair and Maintenance	65,350	59,119	41,814	(12,381)	153,902	N/A	153,902	221
222	*	Machinery Repair	1,417	437	550	3	2,407	N/A	2,407	222
223		Equipment Damaged	10	(675)	6,643		5,978	N/A	5,978	223
224		Fringe Benefits	N/A	N/A	N/A	33,620	33,620	N/A	33,620	224
225		Other Casualties and Insurance	N/A	N/A	N/A	31,053	31,053	N/A	31,053	225
226	*	Lease Rentals – Debit	N/A	N/A	N/A	N/A	123,260	N/A	123,260	226
227	*	Lease Rentals – [Credit]	N/A	N/A	N/A	N/A		N/A		227
228		Joint Facility Rent – Debit	N/A	N/A	N/A	N/A		N/A		228
229		Joint Facility Rent – [Credit]	N/A	N/A	N/A	N/A		N/A		229
230	*	Other Rents – Debit	N/A	N/A	329,671	N/A	329,671	N/A	329,671	230
231	*	Other Rents – [Credit]	N/A	N/A	(112,454)	N/A	(112,454)	N/A	(112,454)	231
232	*	Depreciation	N/A	N/A	N/A	81,771	81,771	N/A	81,771	232
233		Joint Facility – Debit	N/A	N/A	N/A	N/A		N/A		233
234		Joint Facility – [Credit]	N/A	N/A	N/A	N/A		N/A		234
235	*	Repairs Billed to Others – [Credit]	N/A	N/A	(56,967)	N/A	(56,967)	N/A	(56,967)	235
236		Dismantling Retired Property			23		23	N/A	23	236
237		Other	1		(8,600)		(8,600)	N/A	(8,600)	237
238		TOTAL FREIGHT CARS	78,085	47,954	329,046	145,596	600,681		600,681	238
301		OTHER EQUIPMENT								
		Administration	2,153	18	594	77	2,842	N/A	2,842	301
302	*	Repair and Maintenance								
303	*	Trucks, Trailers & Containers – Revenue Service			12		12	N/A	12	302
304	*	Floating Equipment – Revenue Service			1		1	N/A	1	303
305	*	Passenger and Other Revenue Equipment								
306	*	Computer Systems and Word Processing Equip Machinery	493	11	6		17		17	305
307	*	Work and Other Non – Revenue Equipment	1,218	4,469	2,024	(40)	6,946		6,946	306
308		Equipment Damaged		6,446	6,108	230	14,002		14,002	307
309		Fringe Benefits	N/A	N/A	N/A	1,510	1,510		1,510	308
310		Other Casualties and Insurance	N/A	N/A	N/A	366	366		366	309
311	*	Lease Rentals – Debit	N/A	N/A	9,289	N/A	9,289		9,289	310
312	*	Lease Rentals – [Credit]	N/A	N/A	(1,410)	N/A	(1,410)		(1,410)	311

**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)			
313		OTHER EQUIPMENT - Continued								
314		Joint Facility Rent - Debit	N/A	N/A		N/A				313
315	*	Joint Facility Rent - [Credit]	N/A	N/A		N/A				314
316	*	Other Rents - Debit	N/A	N/A	5,156	N/A	5,156		5,156	315
317	*	Other Rents - [Credit]	N/A	N/A		N/A				316
318		Depreciation	N/A	N/A		26,152	26,152		26,152	317
319		Joint Facility - Debit	N/A	N/A		N/A				318
320	*	Joint Facility - [Credit]	N/A	N/A		N/A				319
321		Repairs Billed to Others - [Credit]	N/A	N/A		N/A				320
322		Dismantling Retired Property	1				1		1	321
323		Other			370	(16,954)	(16,584)		(16,584)	322
324		TOTAL OTHER EQUIPMENT	3,865	10,944	22,150	11,341	48,300		48,300	323
		TOTAL EQUIPMENT	152,099	177,327	402,460	261,767	993,653		993,653	324
		TRANSPORTATION								
401		TRAIN OPERATIONS								
402		Administration	4,787	2,554	1,243	6,281	14,865		14,865	401
403		Engine Crews	132,661	23	40	13,933	146,657		146,657	402
404		Train Crews	226,012	192	170	37,298	263,672		263,672	403
405		Dispatching Trains	28,842	156	2,034	105	31,137		31,137	404
406		Operating Signals and Interlockers	126				126		126	405
407		Operating Drawbridges	3,961	2	2	56	4,021		4,021	406
408		Highway Crossing Protection	56	215	7,108	1	7,380		7,380	407
409		Train Inspection and Lubrication	33,766	3,598	2,018	(2,791)	36,591		36,591	408
410		Locomotive Fuel		203,071		(23)	203,048		203,048	409
		Electric Power Purchased or Produced for Motive Power								
411		Servicing Locomotives	17,977	1,879	1,865	124	21,845		21,845	410
412		Freight Lost or Damaged - Solely Related	N/A	N/A						411
413		Clearing Wrecks	502	6	3,095	5	3,608		3,608	412
414		Fringe Benefits	N/A	N/A	N/A	159,322	159,322		159,322	413
415		Other Casualties and Insurance	N/A	N/A	N/A	24,156	24,156		24,156	414
416		Joint Facility - Debit	N/A	N/A	31,590	N/A	31,590		31,590	415
417		Joint Facility - [Credit]	N/A	N/A	70	N/A	70		70	416
418		Other	12,101	472	1,366	311	14,250		14,250	417
419		TOTAL TRAIN OPERATIONS	460,791	212,168	50,601	238,778	962,338		962,338	419
		YARD OPERATIONS								
420		Administration	20,730	1,498	2,831	1,645	26,704		26,704	420
421		Switch Crews	137,505	1,640	3,917	1,790	144,852		144,852	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	20,284	85	1,780	66	22,215		22,215	422
423		Yard and Terminal Clerical	19,802	29	17	37	19,885		19,885	423
424		Operating Switches, Signals, Retarders and Humps	1,383	1		4	1,388		1,388	424
425		Locomotive Fuel		21,526			21,526		21,526	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	10,523	13		15	10,551		10,551	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					428
429		Cleaning Wrecks	271	2	3,286	1	3,560		3,560	429
430		Fringe Benefits	N/A	N/A	N/A	78,741	78,741		78,741	430
431		Other Casualties and Insurance	N/A	N/A	N/A	23,942	23,942		23,942	431
432		Joint Facility - Debit	N/A	N/A	1	N/A	1		1	432
433		Joint Facility - [Credit]	N/A	N/A	(44,978)	N/A	(44,978)		(44,978)	433
434		Other	1,049	35	423	8	1,515		1,515	434
435		<b>TOTAL YARD OPERATIONS</b>	211,547	24,829	(32,723)	106,249	309,902		309,902	435
		<b>TRAIN AND YARD OPERATIONS COMMON</b>								
501		Cleaning Car Interiors	582	8	4,263	N/A	4,853		4,853	501
502		Adjusting and Transferring Loads	5,068	8	146	N/A	5,222	N/A	5,222	502
503		Car Loading Devices and Grain Doors		935		N/A	935	N/A	935	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	8,278	8,278		8,278	504
505		Fringe Benefits	N/A	N/A	N/A	(159)	(159)		(159)	505
506		<b>TOTAL TRAIN &amp; YD. OPERATIONS COMMON</b>	5,650	951	4,409	8,119	19,129		19,129	506
		<b>SPECIALIZED SERVICE OPERATIONS</b>								
507	*	Administration						N/A		507
508	*	Pickup and Delivery and Marine Line Haul	16		48,144		48,160	N/A	48,160	508
509	*	Loading and Unloading and Local Marine	9,528	1,275	22,590	593	33,986	N/A	33,986	509
510	*	Protective Services			4,548		4,548	N/A	4,548	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	3,326	3,326	N/A	3,326	512
513	*	Casualties and Insurance	N/A	N/A	N/A			N/A		513
514	*	Joint Facility - Debit	N/A	N/A		N/A		N/A		514
515	*	Joint Facility - [Credit]	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	9,544	1,275	75,282	3,919	90,020	N/A	90,020	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)			
518		ADMINISTRATIVE SUPPORT OPERATIONS							
519		Administration	17,519	979	824	5,696		25,018	518
520		Employees Performing Clerical & Acctg. Functions	77,558	1,631	3,460	2,406		85,055	519
521		Communication Systems Operation	441					441	520
522		Loss and Damage Claims Processing			2,147			2,147	521
523		Fringe Benefits	N/A	N/A	N/A	40,951		40,951	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		2,296	(7,932)		(5,635)	526
		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	95,519	2,610	8,727	41,121		147,977	527
528		TOTAL TRANSPORTATION	783,051	241,833	106,296	398,186		1,529,366	528
601		GENERAL AND ADMINISTRATIVE							
602		Officers - General Administration	14,975	4,811	52,417	4,205		76,408	601
603		Accounting, Auditing and Finance	47,685	95	78,805	(11,754)		114,831	602
604		Management Services and Data Processing	328	179	157,265	170		157,942	603
605		Marketing	14,064	361	1,320	1,060		16,805	604
606		Sales	27,646	207	3,053	7,802		38,708	605
607		Industrial Development	1,948	21	75	249	N/A	2,293	606
608		Personnel and Labor Relations	22,111	472	20,888	3,518		46,989	607
609		Legal and Secretarial	12,784	200	42,277	8,960		64,221	608
610		Public Relations and Advertising	1,743	159	45,410	1,250		48,562	609
611		Research and Development	2,035	6	50	325		2,416	610
612		Fringe Benefits	N/A	N/A	N/A	75,930		75,930	611
613		Casualties and Insurance	N/A	N/A	N/A	(792)		(792)	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A				613
615		Property Taxes	N/A	N/A	N/A	45,458		45,458	614
616		Other Taxes Except on Corporate Income or Payroll	N/A	N/A	N/A				615
617		Joint Facility - Debit	N/A	N/A	5,444	17,827		17,827	616
618		Joint Facility - [Credit]	N/A	N/A	8	N/A		8	617
619		Other	14,771	1,238	14,411	244,484		274,904	618
		TOTAL GENERAL AND ADMINISTRATIVE	160,090	7,749	421,423	398,692		987,954	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,287,631	498,638	995,308	1,376,196		4,157,773	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	3,579		(322)	2
3		4	Other right-of-way expenditures	55		15	3
4		5	Tunnels and subways	754		(24)	4
5		6	Bridges, trestles and culverts	7,143		(746)	5
6		7	Elevated structures				6
7		8	Ties	73,890		(4,967)	7
8		9	Rail and other track material	51,904		(2,505)	8
9		11	Ballast	27,958		(2,129)	9
10		13	Fences, snowsheds and signs	313		203	10
11		16	Station and office buildings	8,172		518	11
12		17	Roadway buildings	531		63	12
13		18	Water stations				13
14		19	Fuel stations	644		(188)	14
15		20	Shops and enginehouses	7,529		1,267	15
16		22	Storage warehouses				16
17		23	Wharves and docks	(166)		(222)	17
18		24	Coal and ore wharves	3,494		654	18
19		25	TOFC/COFC terminals	3,042		(328)	19
20		26	Communications systems	4,360		(254)	20
21		27	Signals and interlockers	12,224		(755)	21
22		29	Power plants	21		5	22
23		31	Power transmission systems	302		(24)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	1,173		(1,028)	25
26		39	Public improvements: construction	648		(217)	26
27		45	Power plant machines	302		279	27
28		--	Other lease/rentals	N/A	15,359	N/A	28
29		--	TOTAL	207,872	15,359	(10,705)	29

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

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

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

Line No	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES							1
2		Box – Plain 40 Foot							2
3		Box – Plain 50 Foot and Longer		18	114	13,628	4,010	17,170	3
4		Box – Equipped		8,411	23,873		14,714	47,224	4
5		Gondola – Plain		766	3,356	487	1,678	5,065	5
6		Gondola – Equipped		3,336	14,364		2,204	7,597	6
7		Hopper – Covered		3,027	15,891	27,870	7,610	22,235	7
8		Hopper – Open Top – General Service		1,858	7,814		1,958	5,311	8
9		Hopper – Open Top – Special Service		76	774	95	179	1,087	9
10		Refrigerator – Mechanical					2,013	5,275	10
11		Refrigerator – Non – Mechanical		236	897		2,547	4,274	11
12		Flat TOFC/COFC							12
13		Flat Multi – Level				29,161	1,499	2,553	13
14		Flat – General Service					98	259	14
15		Flat – Other		78	309	5,523	1,092	4,447	15
16		Tank – Under 22,000 Gallons				34,822			16
17		Tank – 22,000 Gallons and Over				23,384			17
18		All Other Freight Cars		90	753		905	3,582	18
19		Auto Racks			26,413			28,115	19
20		TOTAL FREIGHT TRAIN CARS		17,896	94,558	134,970	40,507	154,194	20
21		OTHER FREIGHT – CARRYING EQUIPMENT							21
22		Refrigerated Trailers							22
23		Other Trailers							23
24	*	Refrigerated Containers							24
25		Other Containers							25
		TOTAL TRAILERS AND CONTAINERS							
		GRAND TOTAL (LINES 19 AND 24)		17,896	94,558	134,970	40,507	154,194	

**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	18,725	534			1
2		Diesel Locomotive – Road	168,528	55,270	10,482		2
3		Other Locomotive – Yard					3
4		Other Locomotive – Road		1,603			4
5	*	<b>TOTAL</b>	<b>187,253</b>	<b>57,407</b>	<b>10,482</b>		<b>5</b>
		<b>FREIGHT TRAIN CARS</b>					
6		Box – Plain 40 Foot		259		23	6
7		Box – Plain 50 Foot and Longer	22	3,219	247	156	7
8		Box – Equipped	22,845	8,951	1,395	765	8
9		Gondola – Plain	1,099	2,612		246	9
10		Gondola – Equipped	13,423	3,593		243	10
11		Hopper – Covered	17,450	12,459		1,014	11
12		Hopper – Open Top – General Service	13,706	22,494	148	2,139	12
13		Hopper – Open Top – Special Service	3,042	7,286		550	13
14		Refrigerator – Mechanical					14
15		Refrigerator – Nonmechanical	6,044	20		20	15
16		Flat TOFC/COFC					16
17		Flat Multi-level	2	3		1	17
18		Flat – General Service		32		3	18
19		Flat – Other	433	477		41	19
20		All Other Freight Cars	6,257	1,083		97	20
21		Cabooses		854		81	21
22		Auto Racks	12,612	14,920	531	730	22
23		Miscellaneous Accessones					23
24	*	<b>TOTAL FREIGHT TRAIN CARS</b>	<b>96,935</b>	<b>78,262</b>	<b>2,321</b>	<b>6,109</b>	<b>24</b>
		<b>OTHER EQUIPMENT – REVENUE</b>					
25		Refrigerated Trailers					25
26		Other Trailers		3,674			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)	12				31
32	*	<b>TOTAL HIGHWAY EQUIPMENT</b>	<b>12</b>	<b>3,674</b>			<b>32</b>
		<b>FLOATING EQUIPMENT – REVENUE</b>					
33		Marine Line – Haul		25			33
34		Local Marine					34
35	*	<b>TOTAL FLOATING EQUIPMENT</b>		<b>25</b>			<b>35</b>
		<b>OTHER EQUIPMENT</b>					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	1				36
37	*	Computer systems and word processing equip.	17	5,295			37
38	*	Machinery – Locomotives <sup>1</sup>	1,062	1,545		(90)	38
39	*	Machinery – Freight Cars <sup>2</sup>	2,407	1,188		(69)	39
40	*	Machinery – Other Equipment <sup>3</sup>	6,946	238		(14)	40
41	*	Work and Other Non-revenue Equipment	14,002	16,918	2	(1,507)	41
42		<b>TOTAL OTHER EQUIPMENT</b>	<b>24,435</b>	<b>25,184</b>	<b>2</b>	<b>(1,680)</b>	<b>42</b>
43		<b>TOTAL ALL EQUIPMENT (FREIGHT PORTION)</b>	<b>308,635</b>	<b>164,552</b>	<b>12,805</b>	<b>4,429</b>	<b>43</b>

<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		1,007	14,435		4,847		1
2		39,964	1,441,184	141,084	483,945	31,732	2
3							3
4			40,085		13,460		4
5		40,971	1,495,704	141,084	502,252	31,732	5
6			7,533		2,989		6
7		6,023	76,202	3,477	30,237	1,113	7
8		8,636	197,779	13,975	78,478	6,278	8
9		17,585	72,874		28,916		9
10		29,355	101,636		40,329		10
11		23,672	322,569		127,994		11
12		25,041	551,538	5,609	218,846	148	12
13		4,470	146,257		58,034		13
14							14
15		733	62,054		59,779		15
16							16
17			73		29		17
18			921		365		18
19		966	15,911		6,313		19
20		166	31,577		12,530		20
21			19,065		7,565		21
22		6,613	230,125	8,766	56,156	3,701	22
23							23
24		123,260	1,836,114	31,827	728,560	11,240	24
25							25
26		1,182	57,382		57,506		26
27							27
28							28
29							29
30							30
31							31
32		1,182	57,382		57,506		32
33			1,154		68		33
34							34
35			1,154		68		35
36			621				36
37			36,898		13,081		37
38		8	46,761		10,739		38
39			35,970		8,260		39
40		1,492	7,194		1,652		40
41		10,353	228,216	18	55,560	8	41
42		11,853	355,660	18	89,292	8	42
43		177,266	3,746,014	172,929	1,377,678	42,980	43

<sup>1</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>2</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	312,255	79,594	0.72							312,255	79,594	1
2		8	709,580	432,056	4.93							709,580	432,056	2
3		9	1,366,350	241,184	2.70							1,366,350	241,184	3
4		11	1,000,027	177,543	2.72							1,000,027	177,543	4
5	Sub - Total		3,388,212	930,377								3,388,212	930,377	5
6	II	3	153,105	38,133	0.72							153,105	38,133	6
7		8	831,397	206,995	4.13							831,397	206,995	7
8		9	555,068	115,549	2.70							555,068	115,549	8
9		11	121,738	85,060	2.72							121,738	85,059	9
10	Sub - Total		1,661,308	445,737								1,661,308	445,736	10
11	III	3	22,332	N/A	N/A						N/A	22,332	0	11
12		8	83,077	N/A	N/A						N/A	83,077	0	12
13		9	93,901	N/A	N/A						N/A	93,901	0	13
14		11	43,009	N/A	N/A						N/A	43,009	0	14
15	Sub - Total		242,319	N/A	N/A						N/A	242,319	0	15
16	IV	3	85,667	22,169	0.72							85,667	22,170	16
17		8	367,871	120,342	3.43							367,871	120,342	17
18		9	460,173	67,178	2.70							460,173	67,178	18
19		11	15,847	49,451	2.72							15,847	49,451	19
20	Sub - Total		929,558	259,140								929,558	259,141	20
21	V	3	3,838	879	0.72							3,838	879	21
22		8	2,477	4,771	3.43							2,477	4,771	22
23		9	30,309	2,663	2.70							30,309	2,663	23
24		11	1,183	1,961	2.72							1,183	1,961	24
25	Sub - Total		37,807	10,274								37,807	10,274	25
26	GRAND TOTAL		6,259,204	1,645,528	N/A							6,259,204	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, 8, 9, and 11 shown at year end on Schedule 330 and Schedule 330A

**NOTES AND REMARKS**



## 417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in thousands)

1. Report freight expenses only
2. Report in lines 1, 2, 3, 4 and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410 Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 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) (j)	Line No
1	*	Administration										1
2	*	Pick up and delivery, marine line haul					14		N/A	48,146	48,160	2
3	*	Loading and unloading and local marine			6,563	1,826	1,572	9,089	N/A	14,936	33,986	3
4	*	Protective services, total debits and credits			5				4,328	215	4,548	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits			2,314	694	6			312	3,326	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL			8,882	2,520	1,592	9,089	4,328	63,609	90,020	11

**Schedule 418**

### Instruction

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

**Column**

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

## 418. SUPPORTING SCHEDULE – CAPITAL LEASES

(Dollars in thousands)

		<b>Capital Leases</b>		
<b>Primary Account Number And Title</b>	<b>Total Investment At End Of Year</b>	<b>Investment At End Of Year</b>	<b>Current Year Amortization</b>	<b>Accumulated Amortization</b>
(a)	(b)	(c)	(d)	(e)
<b>52 - Locomotives</b>	<b>1,636,788</b>	<b>141,084</b>	<b>10,482</b>	<b>31,732</b>
<b>53 - Freight Cars</b>	<b>1,867,941</b>	<b>31,827</b>	<b>2,320</b>	<b>11,240</b>
<b>57 - Work Equipment</b>	<b>79,673</b>	<b>18</b>	<b>2</b>	<b>8</b>
<b>GRAND TOTAL</b>	<b>3,584,402</b>	<b>172,929</b>	<b>12,804</b>	<b>42,980</b>

**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>	69,811	1
		<b>U.S. Government Taxes</b>		
		Income Taxes:		
2		Normal Tax & Surtax	169,412	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	169,412	4
5		Railroad Retirement	285,015	5
6		Hospital Insurance	20,938	6
7		Supplemental Annuities	17,830	7
8		Unemployment Insurance	2,094	8
9		All Other United States Taxes		9
10		<b>Total - U.S. Government Taxes</b>	495,289	10
11		<b>Total Railway Taxes</b>	565,100	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.	2,499,908	73,931		2,573,839	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.				0	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.				0	3
4	Amortization of rights of way, Sec. 185 I.R.C.	(111,677)	2,234		(109,443)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(83,661)	(3,388)		(87,049)	6
7	Reserve for separation pay	(146,149)	(54,267)		(200,416)	7
8	Pier sales	(3,765)	423		(3,342)	8
9	Other temporary differences	(168,562)	(38,392)	3,768	(203,186)	9
10					0	10
11					0	11
12	Federal Effect of State	(99,490)	1,112	(1,728)	(100,106)	12
13					0	13
14	State Deferred Income Taxes	284,257	(3,177)	4,936	286,016	14
15					0	15
16					0	16
17	Other Credits	(165,866)	73,097		(92,769)	17
18	Investment Tax Credit*				0	18
19	<b>TOTALS</b>	2,004,995	51,573	6,976	2,063,544	19

**NOTE:** Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 2,264,661 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 201,117.

**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		20,719	1
2		Gain From Debt Retirement		23,749	2
3		Other— Each Less than 10% of Net Income		3,478	3
4					4
5		Total Account 519		47,946	5
6					6
7					7
8	551	Expenses for Penalties and Fines	2,010		8
9		Fees on Sale of Accounts Receivable	53,935		9
10		Cogeneration Expenses	1,337		10
11		Property Adj to Net Realizable Value	13,902		11
12		NPV— Adjustment (PI)	9,000		12
13		Other— Each Less than 10% of Net Income	11,109		13
14		Total Account 551	91,293		14
15					15
16					16
17					17
18	606/616	Adjustment Between Distributed Equity and Undistributed Equity for Certain Investments (See Schedule 310— A)	NONE	NONE	18
19					19
20					20
21					21
22					22
23	616	Minimum Pension Liability Adjustment	NONE	NONE	23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

**MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS**

**501. GUARANTIES AND SURETYSHIPS**  
(Dollars in thousands)

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

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Assoc. of St. Louis	Refunding & Improvement Mtg.	7,787 + Interest	Note 1	1
2	Guarantors: CSXT; BN, ICG; MKT;	Bonds, Series C, 4% due 7/1/2019			2
3	MP; N&W, SOU, SSW				3
4					4
5	City of New Orleans, LA	Under the terms of the New Orleans	100 and interest	Joint	5
6	Guarantors CSXT, ICG; L&A, SOU,	Union Pass Term Agreement			6
7	T&NO, T&P; MP	dated 10/22/47, CSXT and 6 other			7
8		railroads severally guarantee payments			8
9		as and when due principal; interest			9
10		and expense of City of New Orleans			10
11		Union Passenger Term. Revenue			11
12		Bonds due serially to 1/1/98.			12
13					13
14					14
15	Express Marine Transp.	Barge Debt 10-1/4% - Due	15,680 & interest	Sole	15
16	Guarantor CSXT	May 11, 2004			16
17					17
18					18
19	Sealand	Rolling Stock Lease Obligation	147,105	Sole	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29	NOTE 1. As to Refunding and Improving Mortgage Bonds Series C, this company guarantees to the extent of 1/14				29
30	only, the interest and sinking fund payments.				30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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

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

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

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

NONE

**SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT**

(Dollars in thousands)

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

**I Debt Outstanding at End of Year**

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	73,744
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	129,078
4	766	Equipment Obligations	Sch. 200, L. 42	364,854
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	120,613
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	67,597
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,047)
9		Total Debt	Sum L. 1-8	754,839
10		Debt Directly Related to Road Property	Note 1	126,464
11		Debt Directly Related to Equipment	Note 1.	557,376
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	683,840
13		Percent Directly Related to Road	L. 10 + L. 12 (2 decimals)	18.49%
14		Percent Directly Related to Equipment	L. 11 ÷ L. 12 (2 decimals)	81.51%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	70,999
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	139,592
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	615,247

**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	46,217
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	222
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	22
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	46,417
22		Interest Directly Related to Road Property Debt	Note 4	4,493
23		Interest Directly Related to Equipment Debt	Note 4.	40,374
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	1,550
25		Interest On Road Property Debt (Note 5)	L. 22 + (L.24xL.13)	5,700
26		Interest On Equipment Debt (Note 5)	L. 23 + (L.24xL.14)	41,637
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	4.08%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	6.77%

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 affiliate d 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	218,148	23,702 P	1
2	CSX Corporation		Controlled	Interest Income	34,287	R	2
3	CSX Corporation		Controlled	Interest Expense	359	P	3
4	CSX Corporation		Controlled	Management Fees	0	211 R	4
5	CSX Intermodal		Common	Operating Agreement	159,947	12,032 R	5
6	CSX Intermodal		Common	Operating Lease	21,018	16,492 P	6
7	CSX Realty		Common	Interest Income	2,121	959 R	7
8	CSX Technology		Common	Management Fees	149,903	11,484 P	8
9	CSX Technology		Common	Interest Income	3,229	R	9
10	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	40,879	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 cleaning 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 (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of running tracks (f)				
1	1	100%	15,785	2,278	70	2,121	1,619	5,193	27,066	1
2	1J	1/4	0	0	0	0	18	13	31	2
3	1J	1/3	0	0	0	1	0	20	21	3
4	1J	2/5	0	0	0	0	0	3	3	4
5	1J	1/2	104	77	0	68	13	120	382	5
6	1J	2/3	0	0	0	0	2	9	11	6
7	TOTAL CLASS 1		15,889	2,355	70	2,190	1,652	5,358	27,514	7
8										8
9										9
10	2	100%	177	17	1	17	38	34	284	10
11	2J	1/2	104	0	0	7	24	0	135	11
12	2	Canada	93	0	0	11	3	24	131	12
13	TOTAL CLASS 2		374	17	1	35	65	58	550	13
14										14
15										15
16	3A	100%	139	15	2	36	2	62	256	16
17	3AJ	1/2	0	0	0	0	0	1	1	17
18	3B	100%	347	29	0	50	30	149	605	18
19	3BJ	1/3	0	3	0	0	0	0	3	19
20	TOTAL CLASS 3		486	47	2	86	32	212	865	20
21										21
22										22
23	4A	100%	0	0	0	0	1	0	1	23
24	4B	100%	94	0	0	10	71	1	176	24
25	4BJ	1/2	7	0	0	0	0	0	7	25
26	TOTAL CLASS 4		101	0	0	10	72	1	184	26
27										27
28										28
29	5	100%	1,542	188	12	69	105	408	2,324	29
30	5J	1/3	0	0	0	1	0	0	1	30
31	5J	1/2	2	0	0	0	0	0	2	31
32	5	Canada	251	233	0	22	1	14	521	32
33	TOTAL CLASS 5		1,795	421	12	92	106	422	2,848	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		18,645	2,840	85	2,413	1,927	6,051	31,961	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	1,137				79	1,216	44		1
2		District of Columbia	11				9	20			2
3		Delaware	23					23			3
4		Florida	1,621			84	47	1,752	33		4
5		Georgia	1,489		118		75	1,682	196		5
6		Illinois	501	1	86		67	655	1		6
7		Indiana	985				175	1,160	6		7
8		Kentucky	1,771	64	3	10	13	1,861	1		8
9		Louisiana	35				8	43			9
10		Maryland	397	14	5		16	432			10
11		Michigan	734				75	809	6		11
12		Mississippi	74					74			12
13		Missouri					4	4			13
14		New York					113	113			14
15		North Carolina	1,079			7	52	1,138			15
16		Ohio	1,062		139		263	1,464	68		16
17		Pennsylvania	446	48	28		177	699	63		17
18		South Carolina	1,262		46		12	1,320			18
19		Tennessee	892		16		160	1,068	87		19
20		Virginia	960	30	9		54	1,053			20
21		West Virginia	1,410	124	36		145	1,715	85		21
22								0			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)	15,889	374	486	101	1,795	18,645	628		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	
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 Installed				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 and 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	2,359	85				88	1,764	661	2,425	754,020	1
2		Diesel-passenger units											2
3		Diesel-multi purpose units	102					42	40	20	60	94,020	3
4		Diesel-switching units	158						143	15	158	298,620	4
5	*	Total (lines 1 to 4) units	2,619	85				130	1,947	696	2,643	1,146,660	5
6	*	Electric-locomotives											6
7	*	Other self-powered units											7
8	*	Total (lines 5, 6 & 7)	2,619	85				130	1,947	696	2,643	1,146,660	8
9	*	Auxiliary units	165					3	162		162	N/A	9
10	*	TOTAL LOCOMOTIVE UNITS											
		Units (lines 8 & 9)	2,784	85				133	2,109	696	2,805	N/A	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 RAIL ORDER AT CLOSE OF YEAR, ACCORDING TO YEAR DURING DISBURSEMENT YEAR OF REPAIRS														
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1975 (b)	During Calendar Year								Total (l)	Line No.	
				Between Jan. 1, 1975 and Dec. 31, 1979 (c)	Between Jan. 1, 1980 and Dec. 31, 1984 (d)	Between Jan. 1, 1985 and Dec. 31, 1989 (e)	1990 (f)	1991 (g)	1992 (h)	1993 (i)	1994 (j)			1995 (k)
11	*	Diesel	778	595	452	318	54	109	86	84	81	86	2,643	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	Total (lines 11 to 13)	778	595	452	318	54	109	86	84	81	86	2,643	14
15	*	Auxiliary units			1	111	33	17					162	15
16	*	Total Locomotive Units (lines 14 & 15)	778	595	453	429	87	126	86	84	81	86	2,805	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)		Leased to others (l)
		PASSENGER - TRAIN CARS Non - Self - Propelled												
17		Coaches [PA, PB, PBO]												17
18		Combined cars												18
19		[All class C, except CSB]												19
20		Parlor cars [PBC, PC, PL, PO]												20
21		Sleeping cars [PS, PT, PAS, PDS] Dining, grill & tavern cars												21
22		[All class D, PD]												22
23		Non - passenger - carrying cars												23
24		[All class B, CSB, M, PSA, IA]												24
25		TOTAL (lines 17 to 22)												25
26		Self - Propelled												26
27		Electric passenger cars												27
28		[EP, ET]												28
29		Electric combined cars [EC]												29
30		Internal combustion rail motorcars [ED, EG]												30
31		Other self - propelled cars (Specify types)												31
32		TOTAL (lines 24 to 27)												32
33		TOTAL (lines 23 and 28)												33
34		COMPANY SERVICE CARS												34
35		Business cars [PV]	36					2	34			34	N/A	35
36		Board outfit cars [MWX]	137					8	129			129	N/A	36
37		Derrick & snow removal cars	76						76			76	N/A	37
38		[MWU, MWV, MWV, MWK]												38
39		Dump and ballast cars	1,505				55	143	1417			1,417	N/A	39
40		[MWB, MWD]												40
41		Other maintenance and service equipment cars	4,378				505	314	4386	183		4,569	N/A	41
42		TOTAL (lines 30 to 34)	6,132				560	467	6,042	183		6,225	N/A	42



## 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)						4	36
37		Plain box cars - 50' and longer (B300 - B887)	47						37
38		Equipped box cars (All code A) Except A_5	14,671					535	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	8,378				3,967	3	39
40		Equipped gondola cars (All code E)	12,245				30	7,457	40
41		Covered hopper cars (All code C_1 C_2 )	18,789		300			8	41
42		Open top hopper cars-general service (All code H)	30,703					135	42
43		Open top hopper cars-special service (All codes K,J-0)	4,906		230		4	12	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_	1,609					1	45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	321					2	46
47		Flat cars - multi-level (All code V)	8,797		640			1	47
48		Flat cars - general service F10_ , F20_ , F30_	2						48
49		Flat cars - other F_1_ , F_2_ , F_3_ , F_4_ , F_5_ , F_6_ , F_7_ , F_8_ , F40	2,145				260	325	49
50		Tank cars - under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	9						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)	1,677				1		52
53		TOTAL (lines 36 to 52)	104,302		1,170		4,262	8,483	53
54		Caboose (All code M-930)	N/A	529				6	54
55		TOTAL (lines 53 & 54)	104,302	529	1,170		4,262	8,489	55

**710. INVENTORY OF EQUIPMENT - Continued**

4. Column (m) should show the aggregate capacity for all units reported in columns (k) and (l), as follows. For freight-train cars, report the nominal capacity (in tons of 2,000 lbs.) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to 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 (j) & (l))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		4							36
37		22	13	13	26		2,152		37
38		327	9,074	5,805	14,879		1,149,714		38
39		7,501	3,847	1,000	4,847		536,023		39
40		119	5,816	13,797	19,613		1,932,435		40
41		338	11,297	7,462	18,759		1,852,065		41
42		9,523	11,559	9,756	21,315		2,104,937		42
43		139	3,580	1,433	5,013		471,678		43
44									44
45		135	20	1,455	1,475		104,841		45
46				323	323		72,221		46
47		4	1	9,432	9,433		356,716		47
48				3	3		223		48
49		40		2,690	2,690		245,428		49
50		5		4	4		482		50
51		3							51
52		328	1,350		1,350		106,001		52
53		18,488	46,557	53,173	99,730		8,934,916		53
54		47	488		NA	488	N/A		54
55		18,535	47,045	53,173	99,730	488	8,934,916		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						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 & 57)	N/A						58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1, Z67, Z68, Z69	2,864		167				59
60		Dry van U2, Z2, Z6, 1-6	12,324						60
61		Flat bed U3, Z3							61
62		Open top U4, Z4							62
63		Mechanical refrigerator U5, Z5	583						63
64		Bulk U0 & Z0	97						64
65		Insulated U7, Z7	1,161						65
66		Tank <sup>1</sup> Z0, U6							66
67		Other trailer and container (Special Equipped Dry Van U9, Z8 & Z9)	4						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	17,033		167				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 respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59		1	1,719	1,311	3,030				59
60		1,662	5,227	7,053	12,280				60
61									61
62									62
63			582	4	586				63
64		2	862	326	1,188				64
65									65
66			3	2	5				66
67									67
68									68
69									69
70		1,665	8,393	8,696	17,089				70

## NOTES AND REMARKS

**710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR**

(Dollars in thousands)

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

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

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

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

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

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

**NEW UNITS**

Line No	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No
1	CW44AC LOCOMOTIVES	42	602	71,751	TRUST	1
2	AC4400 LOCOMOTIVES	43	9,428	73,460	TRUST	2
3	CW60AC LOCOMOTIVE	3	600	5,220	L	3
4						4
5	COVERED HOPPERS	300	9,300	14,516	P	5
6	COKE Hoppers	230	6,785	7,764	P	6
7	TRAILERS	167	919	1,135	P	7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	785	N/A	173,846	N/A	25

**REBUILT UNITS**

26	Bi-Level Racks	155		5,491		26
27	Tri-Level Racks	485		23,749		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	640	N/A	29,240	N/A	38
39	GRAND TOTAL	1,425	N/A	203,086	N/A	39

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

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

Track 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	33.00	49.44	37.2	1
2	B	5,910	12.41	42.93	7.3	2
3	C	3,634	2.77	33.79	27.0	3
4	D	4,278	0.35	22.38	9.2	4
5	E	7,450	XXXXXXX	XXXXXXX		5
6	TOTAL	29,113	16.39	40.13	80.7	6
7	F		XXXXXXX	XXXXXXX	9.4	7
8	Potential abandonments	734	2.73	34.45	3.3	8

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

NOTE: During the current reporting year respondent had 4,355 miles of track used in combination freight and passenger service



**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 new cross-ties laid in during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	42,882	20.58	883	276,569.14	980	271	NEW	1
2	T	212						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	43,094		883	276,569.14	980	271		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					13.02			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						2.30		22



## 723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail - miles)				Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)				
1	A	271.60	2.33	34.96	9.54	306.56	11.87	1.63	1
2	B	28.04	1.46	62.55	16.36	90.59	17.82	2.41	2
3	C	1.42	1.21	116.70	31.65	118.12	32.86	4.36	3
4	D	3.65	1.15	34.10	9.24	37.75	10.39	1.97	4
5	E	0.27	1.51	60.43	16.99	60.70	18.50	8.34	5
6	TOTAL	304.98	7.66	308.74	83.78	613.72	91.44	2.33	6
7	F								7
8	Potential abandonments			6.50	1.41	6.50	1.41	3.01	8

9 Average cost of new and relay rail laid in replacement per gross ton : \$587.31 New \$102.32 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	103	48	494	115	6	3	489	1	
2										2	
3	2	132	1	1	494					3	
4										4	
5	2	136	313	157	494	136	36	18	489	5	
6										6	
7	4	115	209	15	64	115	66	5	61	7	
8										8	
9	4	131	470	30	64					9	
10										10	
11	4	132	1,876	118	64	132	15	1	61	11	
12										12	
13	4	140	13	1	64	140	427	25	61	13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	Total	N/A	2,985	370	123.95	N/A	550	52	94.55	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									13.02	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									2.30	35
36	Track-miles of welded rail installed on system this year 308.26 total to date 21,294.78										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	19.15			1
2	80	24.32			2
3	85	76.59			3
4	90	204.91			4
5	100	1,260.07			5
6	105	44.48			6
7	110	67.99			7
8	112	825.10			8
9	115	2,786.05			9
10	122	2,201.61			10
11	130	136.79			11
12	131	1,362.14			12
13	132	5,768.61			13
14	133	5.90			14
15	136	1,615.14			15
16	140	450.47			16
17	155	0.72			17
18					18
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39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	16,850.04			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  Cubic yards of ballast placed (h)	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail – miles) (f)	Percent replaced (g)	Miles surfaced (i)		Percent surfaced (j)		
		Crossties (b)	Switch and Bridge ties (board feet) (c)	Crossties (d)	Switch and Bridge ties (board feet) (e)							
1	A	968,983	2,089,178	4.0	3.2	318.43	4.06	695,797	2,955	37.7	1	
2	B	553,668	2,531,423	3.0	3.3	108.41	1.83	384,513	1,633	27.6	2	
3	C	136,963	822,987	1.2	2.3	150.98	4.15	49,447	210	5.8	3	
4	D	138,597	319,642	1.1	0.9	48.14	1.13	75,052	306	7.2	4	
5	E	271,537	906,875	1.2	1.6	79.20	1.06	222,985	947	12.7	5	
6	TOTAL	2,069,748	6,670,105	2.3	2.5	705.16	2.42	1,427,794	6,051	20.8	6	
7	F										7	
8	Potential abandonments	1,403		0.1		7.91	1.08	39,087	166	22.6	8	

750. CONSUMPTION OF DIESEL FUEL  
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service	Diesel		Line No
		Diesel oil (gallons)		
1	Freight	(b)		1
2	Passenger	335,430,000	—	2
3	Yard switching		37,270,000	3
4	TOTAL		372,700,000	4
5	COST OF FUEL \$(000)		224,574	5
6	Work Train		596,320	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

Cars 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)	18,645	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	16,141,355	XXXXXX	2
3		2-02 Way Trains	9,986,983	XXXXXX	3
4		2-03 Through Trains	41,812,020	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	67,940,358	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	67,940,358	XXXXXX	7
		3 Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	36,292,507	XXXXXX	8
9		3-02 Way Trains	17,805,054	XXXXXX	9
10		3-03 Through Trains	102,042,577	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	156,140,138	XXXXXX	11
12		3-11 Train Switching (F)	1,758,276	XXXXXX	12
13		3-21 Yard Switching (G)	12,602,202	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	170,500,616	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	2	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	37,402	XXXXXX	16
17		4-012 Box-Equipped	194,428	XXXXXX	17
18		4-013 Gondola-Plain	51,556	XXXXXX	18
19		4-014 Gondola-Equipped	214,483	XXXXXX	19
20		4-015 Hopper-Covered	198,217	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	222,751	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	31,064	XXXXXX	22
23		4-018 Refrigerator-Mechanical	10,955	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	25,851	XXXXXX	24
25		4-020 Flat-TOFC/COFC	56,948	XXXXXX	25
26		4-021 Flat-Multi-Level	23,103	XXXXXX	26
27		4-022 Flat-General Service	567	XXXXXX	27
28		4-023 Flat-All Other	19,701	XXXXXX	28
29		4-024 All Other Car Types-Total	10,298	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,097,326	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	25,113	XXXXXX	32
33		4-112 Box-Equipped	151,714	XXXXXX	33
34		4-113 Gondola-Plain	47,365	XXXXXX	34
35		4-114 Gondola Equipped	189,293	XXXXXX	35
36		4-115 Hopper-Covered	185,822	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	208,771	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	32,480	XXXXXX	38
39		4-118 Refrigerator-Mechanical	7,015	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	22,781	XXXXXX	40
41		4-120 Flat-TOFC/COFC	12,474	XXXXXX	41
42		4-121 Flat-Multi-level	15,729	XXXXXX	42
43		4-122 Flat-General Service	536	XXXXXX	43
44		4-123 Flat-All Other	19,634	XXXXXX	44
45		4-124 All Other Car Types	10,101	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	928,829	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	23,962	XXXXXX	48
49		4-132 Box-Equipped	611	XXXXXX	49
50		4-133 Gondola-Plain	54,160	XXXXXX	50
51		4-134 Gondola-Equipped	6,491	XXXXXX	51
52		4-135 Hopper-Covered	176,486	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	88,784	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	136,639	XXXXXX	54
55		4-138 Refrigerator-Mechanical	5,916	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,126	XXXXXX	56
57		4-140 Flat-TOFC/COFC	253,839	XXXXXX	57
58		4-141 Flat-Multi-level	181,352	XXXXXX	58
59		4-142 Flat-General Service	20	XXXXXX	59
60		4-143 Flat-All Other	21,552	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	128,009	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	70,705	XXXXXX	62
63		4-146 All Other Car Types	6,875	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,159,527	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	11,611	XXXXXX	66
67		4-152 Box- Equipped	363	XXXXXX	67
68		4-153 Gondola- Plain	53,402	XXXXXX	68
69		4-154 Gondola- Equipped	6,713	XXXXXX	69
70		4-155 Hopper- Covered	173,379	XXXXXX	70
71		4-156 Hopper- Open Top- General Service	87,993	XXXXXX	71
72		4-157 Hopper- Open Top- Special Service	138,407	XXXXXX	72
73		4-158 Refrigerator- Mechanical	5,911	XXXXXX	73
74		4-159 Refrigerator- Non- Mechanical	4,638	XXXXXX	74
75		4-160 Flat- TOFC/COFC	31,714	XXXXXX	75
76		4-161 Flat- Mult-level	114,456	XXXXXX	76
77		4-162 Flat- General Service	20	XXXXXX	77
78		4-163 Flat- All Other	20,946	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	133,806	XXXXXX	79
80		4-165 Tank- 22,000 Gallons and Over	73,844	XXXXXX	80
81		4-166 All Other Car Types	3,697	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	860,900	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car- Miles	25,020	XXXXXX	83
84		4-18 No Payment Car- Miles (I) <sup>1</sup>	149,633	XXXXXX	84
		4-19 Total Car- Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit- Trains	1,466,452	XXXXXX	85
86		4-192 Way- Trains	271,566	XXXXXX	86
87		4-193 Through Trains	2,483,217	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,221,235	XXXXXX	88
89		4-20 Caboose Miles	1,840	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
		<b>6 Gross Ton - Miles (thousands) (K)</b>	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	26,075,690		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	117,030,953	XXXXXX	99
100		6-021 Way Trains	17,532,292	XXXXXX	100
101		6-022 Through Trains	182,432,352	XXXXXX	101
102		6-03 Passenger - Trains, Crs., Cnts., and Caboose			102
103		6-04 Non - Revenue	2,803,202	XXXXXX	103
104		6-05 TOTAL (lines 98 - 103)	345,674,489		104
		<b>7. Tons of Freight (thousands)</b>	XXXXXX	XXXXXX	
105		7-01 Revenue	390,283	XXXXXX	105
106		7-02 Non - Revenue	2,364	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	392,647	XXXXXX	107
		<b>8 Ton - Miles of Freight (thousands) (L)</b>	XXXXXX	XXXXXX	
108		8-01 Revenue - Road Service	159,700,000	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	159,700,000	XXXXXX	110
111		8-04 Non - Revenue - Road Service	958,386	XXXXXX	111
112		8-05 Non - Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	958,386	XXXXXX	113
114		8-07 TOTAL - Revenue & Non - Revenue (lines 110,113)	160,658,386	XXXXXX	114
		<b>9. Train Hours (M)</b>	XXXXXX	XXXXXX	
115		9-01 Road Service	3,626,529	XXXXXX	115
116		9-02 Train Switching	167,194	XXXXXX	116
117		<b>10. TOTAL YARD - SWITCHING HOURS (N)</b>	2,100,369	XXXXXX	117
		<b>11. Train - Miles Work Trains (O)</b>	XXXXXX	XXXXXX	
118		11-01 Locomotives	192,175	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		<b>12. Number of Loaded Freight Cars (P)</b>	XXXXXX	XXXXXX	
120		12-01 Unit Trains	2,025,710	XXXXXX	120
121		12-02 Way Trains	6,475,052	XXXXXX	121
122		12-03 Through Trains	7,737,896	XXXXXX	122
123		<b>13. TOFC/COFC - No. of Rev. Trlrs &amp; Cntnrs Lded &amp; Unlded (Q)</b>		XXXXXX	123
124		<b>14. Multi-level Cars - No. of Motor Vehicles Lded &amp; Unlded</b>	4,105,460	XXXXXX	124
125		<b>15. TOFC/COFC - No. of Rev. Trailers Picked Up &amp; Delivered</b>		XXXXXX	125
		<b>16. Revenue Tons - Marine Terminal (S)</b>	XXXXXX	XXXXXX	
126		16-01 Marine Terminals - Coal	6,450,852	XXXXXX	126
127		16-02 Marine Terminals - Ore	4,264,720	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (lines 126 - 128)	10,715,572	XXXXXX	129
		<b>17. Number of Foreign Per Diem Cars on Line (T)</b>	XXXXXX	XXXXXX	
130		17-01 Serviceable	21,756	XXXXXX	130
131		17-02 Unserviceable	40	XXXXXX	131
132		17-03 Surplus	1,365	XXXXXX	132
133		17-04 TOTAL (lines 130 - 132)	23,161	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)

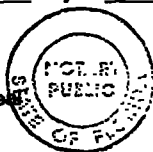
State of FLORIDA  
 County of DUVAL  
C. J. O. WODEHOUSE makes oath and says that he is VICE PRESIDENT & CONTROLLER  
 (insert here name of the affiant) (insert here the official title of the affiant)  
 of CSX TRANSPORTATION, INC.  
 (insert here the exact legal title or name of the respondent)

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 DECEMBER 31, 1994 to and including DECEMBER 29, 1995

*[Signature]*  
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 18th day of March, 19 96. My commission expires 3/16/98

Use an  
 L.S.  
 impression seal



PAULA F. ALLEN  
 My Comm Exp. 3/16/98  
 Bonded By Service Ins  
 No. CC353620

☒ Personally Known ☐ Other L.D.

*[Signature]*  
 (signature of officer authorized to administer oaths)

## SUPPLEMENTAL OATH

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

State of FLORIDA  
 County of DUVAL  
A. R. CARPENTER makes oath and says that he is PRESIDENT & CEO  
 (insert here name of the affiant) (insert here the official title of the affiant)  
 of CSX TRANSPORTATION, INC.  
 (insert here the exact legal title or name of the respondent)

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including DECEMBER 31, 1994, to and including DECEMBER 29, 1995.

*[Signature]*  
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 18th day of March, 19 96. My commission expires 3/16/98

Use an  
 L.S.  
 impression seal



PAULA F. ALLEN  
 My Comm Exp. 3/16/98  
 Bonded By Service Ins  
 No. CC353620

☒ Personally Known ☐ Other L.D.

*[Signature]*  
 (signature of officer authorized to administer oaths)



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