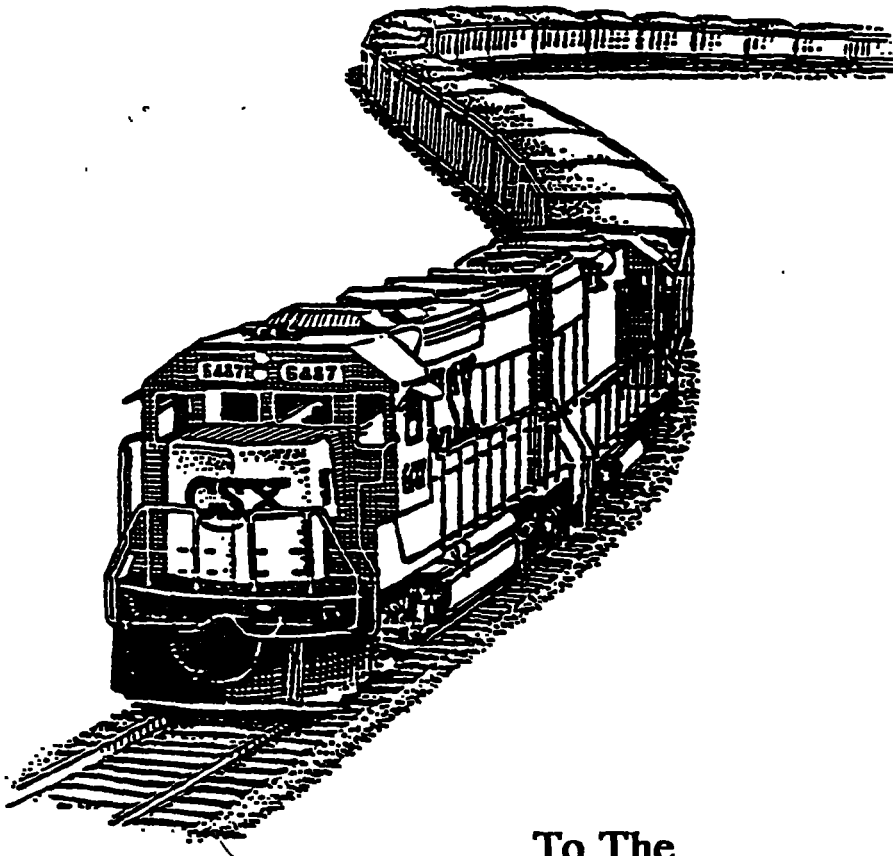


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Class I Railroad Annual Report

CSX Transportation, Inc.
500 Water Street
Jacksonville, FL
32202



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SURFACE TRANSPORTATION
BOARD

To The
Surface Transportation Board
For the Year Ending December 27, 1996



NOTICE

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

For Index, See Back of Form

ANNUAL REPORT

of

CSX TRANSPORTATION, INC.

to the

SURFACE TRANSPORTATION BOARD

for the

YEAR ENDED DECEMBER 27, 1996

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 Pittsburg Railway Company
 CSX Capital Management, Inc.
 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 Homes - J.V.
 Hooker Barnes 7 - Partnership
 Hooker Core, Inc.
 Hooker Homes, Inc.
 H & M Ventures - Partnership
 RDC Projects, Inc.
 Harborside at Boca Bay Development Corporation
 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
 Midland United Corporation and Subsidiaries
 Nona Barnes, Inc.
 North Bank Development Company
 North Charleston Terminal Company
 Raceland Car Corporation
 Rail Wagons Inc.
 The Real Estate and Improvement Company of Baltimore City
 CSX Realty Development Company
 Richmond, Fredericksburg and Potomac Railway Company
 Seaboard Coast Line Railway Supplies, Inc.
 Staten Island - Arlington, Inc.
 The Staten Island Railroad Corporation
 Terminal Realty Baltimore
 The Three Rivers Railway Company
 The Toledo Ore Railroad Company
 Transkentucky Transportation Railroad, Inc.
 Transcontinental Terminals, Inc.
 Tylerdale Connecting Railroad Company
 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.:

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, 1996
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 March 13, 1996
12. Give the place of such meeting: _____

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash			1
2		702	Temporary Cash Investments	249,771	677,204	2
3		703	Special Deposits	209	100	3
4		704	Accounts Receivable			
			– Loan and Notes	8,857	7,329	4
5		705	– Interline and Other Balances	6,121	3,954	5
6		706	– Customers	6,251	1,214	6
7		707	– Other	5,460	10,856	7
8		709, 708	– Accrued Accounts Receivables	44,898	50,707	8
9		708.5	– Receivables from Affiliated Companies	3,073	5,446	9
10		709.5	– Less: Allowance for Uncollectible Accounts	(20,929)	(22,570)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	196,319	204,490	11
12		712	Materials and Supplies	121,459	116,374	12
13		713	Other Current Assets	34,515	20,489	13
14			TOTAL CURRENT ASSETS	656,004	1,075,593	14
Other Assets						
15		715, 716, 717	Special Funds	456	8,467	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	149,738	226,836	16
17		722, 723	Other Investments and Advances	30,201	39,938	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities – Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$	215,614	240,084	19
20		739, 741	Other Assets	238,492	115,127	20
21		743	Other Deferred Debits	71,144	18,574	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	705,645	649,026	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L–30 Col. h & b	9,166,291	8,938,197	24
25		731, 732	Equipment (Schedule 330) L–39 Col. h & b	4,220,144	3,829,018	25
26		731, 732	Unallocated Items	141,825	219,038	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,046,191)	(4,036,564)	27
28			NET ROAD AND EQUIPMENT	9,482,069	8,949,689	28
29			TOTAL ASSETS	10,843,718	10,674,308	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – LIABILITIES AND SHAREHOLDER'S EQUITY
(Dollars in thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable: Interline and Other Balances	14,675	12,770	31
32		753	Audited Accounts and Wages	111,518	108,899	32
33		754	Other Accounts Payable	26,307	36,068	33
34		755, 756	Interest and Dividends Payable	15,351	12,694	34
35		757	Payables to Affiliated Companies	155,464	78,714	35
36		759	Accrued Accounts Payable	769,120	807,617	36
37		760, 761, 761.5, 762	Taxes Accrued	(6,409)	(11,468)	37
38		763	Other Current Liabilities	214,578	164,207	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	71,344	73,744	39
40			TOTAL CURRENT LIABILITIES	1,371,948	1,283,245	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	129,982	129,078	41
42		766	Equipment Obligations	653,343	364,854	42
43		766.5	Capitalized Lease Obligations	108,857	120,613	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	2,741	67,597	45
46		770.1, 770.2	Unamortized Debt Premium	(1,208)	(1,047)	46
47		781	Interest in Default			47
48		783	Deferred Revenues--Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,493,341	2,264,661	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,272,810	1,397,537	50
51			TOTAL NONCURRENT LIABILITIES	4,659,866	4,343,293	51
Shareholder's Equity						
52		791, 792	Total Capital Stock (Schedule 230) (L53 & 54)	181,221	181,221	52
53			Common Stock	181,221	181,221	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	1,262,511	1,192,511	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	3,368,172	3,674,038	58
59		798.1	Net Unrealized Loss on Noncurrent Marketing Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Shareholder's Equity	4,811,904	5,047,770	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	10,843,718	10,674,308	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES

(Dollars in thousands)

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

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

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 27, 1996 and December 29, 1995.

Respondent and its subsidiaries are contingently liable individually and jointly with others principally as guarantors of long-term debt and obligations, primarily related to leased equipment, joint ventures and joint facilities. These contingent obligations are immaterial to the company's results of operations and financial position at December 27, 1996.

A number of legal actions, other than environmental, are pending against respondent in which claims are made in substantial amounts. While the ultimate results of environmental investigations, lawsuits and claims involving respondent cannot be predicted with certainty, management does not currently expect that these matters will have a material adverse effect on the consolidated financial position, results of operations and cash flows of the 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 has allocated to Respondent a portion of the net pension expense for the CSX Corporation Plan based on Respondent's relative level of participation in the merged plan which considers the assets and personnel previously in the Respondent plan. The allocated expense from the CSX Corporation Plan amounted to \$ 32 million in 1996, and \$ 26 million in 1995. During 1996, the Respondent received \$ 113 million in pension assets, \$ 70 million after-tax, from CSX through a capital contribution in connection with a reallocation of balances in the CSX Pension Plan among the various CSX affiliates.

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 participating employee's contribution, which is limited to 3% of their annual compensation. Respondent contributes fixed amounts for participating employees covered by certain collective bargaining agreements. Expense for these plans was \$ 15 million for 1996 and \$ 22 million for 1995.

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 \$ 142 million, and \$ 148 million were made to these plans in 1996, and 1995, 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 27, 1996 and December 29, 1995, accounts receivable sold under this agreement totaled \$ 644 million and \$ 603 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 27, 1996, and December 29, 1995 accounts receivable sold under this agreement totaled \$ 46 million. The net costs associated with the sales of receivables were \$ 55 million in 1996 and \$ 54 million in 1995.

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 a major telecommunications vendor to replace, manage and technologically enhance its existing private telecommunications network. The initiative resulted in a write-down of assets rendered technologically obsolete and a provision for separation and labor protection payments to affected employees.

The agreement, which originally was to expire in May 2005, provided for the vendor to supply and manage new technology to replace the Respondent's existing telecommunications system, thereby rendering it commercially obsolete. These assets, comprising the Respondent's internal companywide telecommunications network including existing microwave and fiber optic communication systems, have no alternative use and their net realizable value is not significant. As a result of the agreement, the net book value of the assets to be replaced was reduced by \$ 163 million.

During 1996, the Respondent and the vendor amended the agreement to change the termination date to June 30, 1998, to increase the payments required over the revised service period, and to relieve the vendor's obligations to replace certain technology. The Respondent is currently evaluating options for proceeding with further telecommunications initiatives.

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. Through December 27, 1996, 29 employee separations have been finalized. The Respondent expects the remaining affected employees to be impacted within the next four years.

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 1996, and 1995 totaled \$ 135 million, and \$ 227 million, respectively.

Examinations of the federal income tax returns of CSX and its principal subsidiaries have been completed through 1990. Management believes adequate provision has been made for any adjustments that might be assessed.

13. Included in Account 702 "Temporary Cash Investments" at December 27, 1996 and December 29, 1995, is \$ 250 million and \$ 677 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. No long term borrowings from CSX were outstanding during either 1996 or 1995.

15. During 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 \$ 131 million at December 27, 1996.

In March 1996, the Respondent entered into a loan agreement with CSX Insurance Company, a wholly-owned subsidiary of CSX, whereby the Respondent may borrow up to \$ 100 million from CSX Insurance. The loan is payable in full on demand. At December 27, 1996, \$ 90 million was outstanding under the agreement. Interest on the loan is payable monthly at .25% over the LIBOR rate, and was 5.84% at December 27, 1996. Interest expense incurred for the fiscal year ended December 27, 1996 was \$ 4 million relating to this loan agreement.

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 27, 1996, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 165 million for 1997, \$ 164 million for 1998, \$ 147 million for 1999, \$ 129 million for 2000, \$ 122 million for 2001, and \$ 1 billion thereafter.

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

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

NOTES TO FINANCIAL STATEMENTS

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

NOTES TO FINANCIAL STATEMENTS

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

NOTES TO FINANCIAL STATEMENTS

210. RESULTS OF OPERATIONS

(Dollars in thousands)

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

5. Cross-checks:

Schedule 210

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

Schedule 210

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

Schedule 410

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

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	4,756,695	4,673,869	4,756,695		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	43,698	44,878	43,698		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	39,106	34,382	39,106		6
7		(110) Incidental	69,574	65,833	69,574		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)	4,909,073	4,818,962	4,909,073		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	4,909,073	4,818,962	4,909,073		13
14		(531) Railway operating expenses	3,983,144	4,157,773	3,983,144		14
15		Net revenue from railway operations	925,929	661,189	925,929		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	12,635	11,650			16
17		(510) Miscellaneous rent income	35,225	20,171			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	4,901	1,622			19
20		(514) Interest Income	41,814	50,447			20
21		(516) Income from sinking and other funds	133	422			21
22		(517) Release of premiums on funded debt	21	21			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	18,921	47,946			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)	4,644	4,666			26
27		TOTAL OTHER INCOME (lines 16-26)	118,294	136,945			27
28		TOTAL INCOME (lines 15, 27)	1,044,223	798,134			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(7,688)	(8,316)			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-loss					31
32		(549) Maintenance of investment organization					32
33		(560) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	(64,823)	(91,293)			34
35		(563) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	(72,511)	(99,609)			36
37		Income available for fixed charges (lines 28, 36)	971,712	698,525			37

210. RESULTS OF OPERATIONS – Continued
(Dollars in thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	64,579	44,682	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	4,647	805	40
41		(548) Amortization of discount on funded debt	350	730	41
42		TOTAL FIXED CHARGES (lines 38–41)	69,576	46,217	42
43		Income after fixed charges (lines 37, 42)	902,136	652,308	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest	216	222	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	901,920	652,086	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	105,725	169,412	47
48		(b) State income taxes	21,355	22,817	48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	197,364	51,573	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47–50)	324,444	243,802	51
52		Income from continuing operations (lines 46–51)	577,476	408,284	52
		DISCONTINUED OPERATIONS			
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)	577,476	408,284	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes—Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56–58)	0	0	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)			60
61		Net income (loss) (lines 55 + 59 + 60)	577,476	408,284	61
		Reconciliation of net railway operating income (NROI)			
62		Net revenues from railway operations	925,929	661,189	62
63		(556) Income taxes on ordinary income (–)	(127,080)	(192,229)	63
64		(557) Provision for deferred income taxes (–)	(197,364)	(51,573)	64
65		Income from lease of road and equipment (–)	(17,210)	(18,258)	65
66		Rent for leased roads and equipment (+)	26,346	26,094	66
67		Net railway operating income (loss)	610,621	425,223	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	3,661,832	12,206	1
2		(601.5) Prior period adjustments to beginning retained earnings	3,100		2
		CREDITS			
3		(602) Credit balance transferred from income	572,832	4,644	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	572,832	4,644	6
		DEBITS			
7		(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: common stock	886,442		11
12		Preferred stock (1)			12
13		TOTAL	886,442	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	(313,610)	4,644	14
15		Balances at close of year (lines 1, 2 and 14)	3,351,322	16,850	15
16		Balances from line 15(c)	16,850	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,368,172	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
22		Amount of assigned Federal income tax consequences: 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 disclosure of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year			9,061,038	181,221			1,192,511	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled							0	14
15	Capital Contribution from Parent							70,000	15
16									16
17	Balance at close of year	0	0	9,061,038	181,221	0	0	1,262,511	17

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

240. STATEMENT OF CASH FLOWS
(Dollars in thousands)

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

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

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	577,476	408,284	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	8,359	4,328	11
12		Depreciation and amortization expenses	413,430	385,668	12
13		Increase (decrease) provision for deferred income taxes	202,174	51,572	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates		153	14
15		(Increase) decrease in accounts receivable	3,437	67,221	15
16		(Increase) decrease in materials and supplies, and other current assets	(22,040)	(6,731)	16
17		Increase (decrease) in current liabilities other than debt	51,453	15,461	17
18		Increase (decrease) in other—net	(103,670)	127,789	18
19		Net cash provided from continuing operations	1,130,619	1,053,745	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	1,130,619	1,053,745	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (b)	Line No.
22		Proceeds from sale of property	56,272	75,764	22
23		Capital expenditures	(763,887)	(764,491)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	817,205	181,449	25
26		Purchase price of long-term investment and advances	(744,966)	(231,255)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other—net	(22,948)	10,628	28
29		NET CASH USED IN INVESTING ACTIVITIES	(658,324)	(727,905)	29

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (b)	Line No.
30		Proceeds from issuance of long-term debt	118,172	120,755	30
31		Principal payments of long-term debt	(80,061)	(114,097)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock	0	0	33
34		Cash dividends paid	(886,442)	(158,300)	34
35		Other—net — Proceeds from sale/leaseback transaction	(51,397)	(7,059)	35
36		NET CASH FROM FINANCING ACTIVITIES	(899,728)	(158,701)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(427,433)	167,139	37
38		Cash and cash equivalents at beginning of year	677,204	510,065	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR	249,771	677,204	39
Footnotes to Schedule 240					
Cash paid during the year for:					
40		Interest (net of amount capitalized)**	66,704	50,776	40
41		Income taxes (net) **	134,761	226,848	41

245. WORKING CAPITAL

(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances	Schedule 200, line 5, column b	6,121	1
2	Customers (706)	Schedule 200, line 6, column b	6,251	2
3	Other (707)	Note A	4,860	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	17,232	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,909,073	5
6	Rent Income	Note B	148,212	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	5,057,285	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	14,048	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
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	14,675	11
12	Audited Accounts and Wages Payable (753)	Note A	111,998	12
13	Accounts Payable--Other (754)	Note A	22,562	13
14	Other Taxes Accrued (761.5)	Note A	74,658	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	223,893	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,983,144	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	412,631	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3,718,725	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	10,330	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	22	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	249,771	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	0	24
MATERIALS AND SUPPLIES				
25	Total Materials and Supplies (712)	Note A	122,498	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	(1,039)	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	123,537	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	123,537	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	Augusta & Summerville Railroad Co.	50.00	1
2	721	A-1	VII	The Belt Rwy. Company of Chicago	25.00	2
3	721	A-1	VII	Central RR of S.C.	36.47	3
4	721	A-1	VII	Central Transfer Railway & Storage Co.	50.00	4
5	721	A-1	VII	Chatham Terminal Co.	50.00	5
6	721	A-1	VII	Four Rivers Transportation	35.00	6
7	721	A-1	VII	Lakefront Dock RR Terminal Co.	50.00	7
8	721	A-1	VII	Nicholas, Fayette & Greenbrier Co.	50.00	8
9	721	A-1	VII	Norfolk & Portsmouth Belt Line RR	42.86	9
10	721	A-1	VII	Paducah & Illinois RR Co.	33.33	10
11	721	A-1	VII	Terminal Railroad Assoc. of St. Louis	12.48	11
12	721	A-1	VII	Trailer Train	9.34	12
13	721	A-1	VII	Winston-Salem Southbound Rwy. A	50.00	13
14	721	A-1	VII	Woodstock & Blacton Rwy. Co.	50.00	14
15				TOTAL CLASS A-1		15
16	721	A-2	VI	Tylerdale Connecting RR Co.	50.00	16
17				TOTAL CLASS A-2		17
18						18
19	721	A-3	X	Beaver Street Tower Co.	50.00	19
20	721	A-3	X	CSX Corporation		20
21	721	A-3	VI	Green Real Estate	33.33	21
22	721	A-3	VI	Helm Atlantic Assoc. (Partnership)	50.00	22
23	721	A-3	VI	Richmond Center Associates (Partnership)	50.00	23
24	721	A-3	VI	Wes Jax Development Co.	9.92	24
25				TOTAL CLASS A-3		25
26				TOTAL STOCK		26
27						27
28						28
29	721	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		29
30				TOTAL CLASS B-1		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES — Continued

(Dollars in thousands)

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

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	37			37				1
2	891			891				2
3	67			67			5	3
4	11			11			1	4
5	19			19				5
6	24,766	6		24,772				6
7	4,625			4,625				7
8	12,753		12,753					8
9	16			16			648	9
10	3		3					10
11								11
12	250			250				12
13	623			623				13
14	121			121			6	14
15	44,182	6	12,756	31,432			660	15
16	20		20					16
17	20		20					17
18								18
19	167			167				19
20	40,504			40,504			4,087	20
21	20			20				21
22	2,000			2,000				22
23	2,144	2,559	3,500	1,203				23
24	50			50				24
25	44,885	2,559	3,500	43,944			4,087	25
26	89,087	2,565	16,276	75,376			4,747	26
27								27
28								28
29	378			378				29
30	378			378				30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No. (a)	Class No. (b)	Kind of industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of control (e)	Line No.
1	721	C-1	X	Customized Transportation, Inc		1
2	721	C-1	VI	Helm Atlantic Assoc. (Partnership)		2
3	721	C-1	X	Traller Train Co.		3
4				TOTAL CLASS C-1		4
5						5
6	721	E-1	VII	Central Transfer Railway & Storage Co.		6
7	721	E-1	VII	Chatham Terminal Co.		7
8	721	E-1	VII	Paducah & Illinois Railway Co.		8
9	721	E-1	VII	Terminal RR Assoc. of St. Louis		9
10				TOTAL CLASS E-1		10
11						11
12	721	E-2	VII	Tylerdale Connecting RR Co.		12
13	721	E-2	VII	Winchester & Western Co.		13
14				TOTAL CLASS E-2		14
15						15
16	721	E-3	VII	CSX Intermodal		16
17	721	E-3	X	Beaver Street Tower		17
18	721	E-3	X	CSX Technology		18
19	721	E-3	X	Total Distributions Services, Inc.		19
20				TOTAL CLASS E-3		20
21				TOTAL ADVANCES		21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34				SUMMARY		34
35	721			Stocks		35
36				Bonds		36
37				Unsecured Notes		37
38				Advances		38
39				Other Adjustments		39
40				GRAND TOTAL		40

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

Line No.	Investments and advances				Disposed of: profit (loss) (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	40,000		40,000	0			391	1
2	8,567		2,650	5,917			473	2
3	3,932			3,932			275	3
4	52,499	0	42,650	9,849			1,139	4
5								5
6	99	10		109			5	6
7	3			3				7
8	650		45	605				8
9	528		48	480			35	9
10	1,280	10	93	1,197			40	10
11								11
12	74		74	0				12
13	36			36				13
14	110	0	74	36		0	0	14
15								15
16	810	1,319	1,008	1,121				16
17	10			10				17
18	32,139		32,139	0				18
19	43,421			43,421				19
20	76,380	1,319	33,147	44,552				20
21	77,770	1,329	33,314	45,785				21
22								22
23								23
24								24
25								25
26	0	0	0	0		0	0	26
27						0	0	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35	89,087	2,565	16,276	75,376		0	4,747	35
36	378			378				36
37	52,499	0	42,650	9,849			1,139	37
38	77,770	1,329	33,314	45,785		0	40	38
39	(6,604)	6,604		0				39
40	213,130	10,498	92,240	131,388		0	5,926	40

NOTES AND REMARKS
(Thousands of Dollars)

Notes for Schedule 310 – Investments and Advances Affiliated Companies:

Page 26 – Column (d):

A– 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 13	6,221	99.94%	623

Page 27 – Column (h):

Line 8 – Deduction due to liquidation of Nicholas, Fayette & Greenbrier Co.

Line 16 – Deduction due to reclassification of Tyerdale Connecting RR Company to Consolidated Subsidiary .

Line 23 – Deduction due to reclassification of liability

Page 29 – Column (h):

Line 13 – Deduction due to reclassification of Tyerdale Connecting RR Company to Consolidated Subsidiary .

Page 26 Other Parties to Joint Control:

Line 01 - Norfolk Southern Rwy. Co., and C. of Ga. Rwy. Co.
Line 02 - Various Carriers
Line 03 - Various Individuals
Line 04 - Norfolk Southern Rwy. Co.
Line 05 - C. of Ga. Rwy. Co.
Line 06 - Various Individuals
Line 07 - Conrail
Line 09 - Norfolk Southern Rwy. Co.
Line 11 - Various Carriers
Line 12 - Various Carriers
Line 13 - Norfolk Southern Rwy. Co.
Line 14 - Alabama Great Southern RR Co.
Line 19 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway
Line 21 - Penn Central Realty and Norfolk Sothern Rwy. Co.
Line 22 - Helm Financial Corp.
Line 23 - 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.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
Carriers: (List specifics for each company)								
1	Winston-Salem Southbound Rwy. Co. - Stock	7,171		(98)			7,073	1
2	Four Rivers Transportation - Stock	451		1,589			2,040	2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	7,622		1,491			9,113	13
Noncarrier (List specifics for each company)								
14	Helm Atlantic Assoc.	6,283		5,034			11,317	14
15	Richmond Center Assoc.	(199)		(1,881)			(2,080)	15
16								16
17								17
18								18
19	Total Non-Carriers	6,084		3,153			9,237	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	13,706		4,644			18,350	27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS () = Credits

Dollars in Thousands

NOTES to Schedule 330

Balances in Column (B) lines 1 through 30 and 43 have been restated due to the following:

- | | |
|---|-------|
| 1. Reclassification of Tylerdale Connecting RR Company
from non-consolidated to consolidated | \$130 |
|---|-------|

Balances in Column (d) lines 1 through 43 represent the following:

- | | |
|--|----------|
| 1. Acquisition of Midland United Corporation | \$17,663 |
| 2. Acquisition of Indiana Hiram | \$2,000 |
| 3. Acquisition of portion of NF&G into CST | \$6,495 |

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	187,653		307	1
2		(3) Grading	577,215		477	2
3		(4) Other right-of-way expenditures	2,623		2	3
4		(5) Tunnels and subways	68,735		216	4
5		(6) Bridges, trestles, and culverts	613,141		1,448	5
6		(7) Elevated structures				6
7		(8) Ties	1,994,442		4,605	7
8		(9) Rail and other track material	2,505,840		10,033	8
9		(11) Ballast	1,181,813		2,968	9
10		(13) Fences, snow sheds, and signs	6,113		1	10
11		(16) Station and office buildings	346,705		612	11
12		(17) Roadway buildings	19,369		2	12
13		(18) Water stations				13
14		(19) Fuel stations	24,999		16	14
15		(20) Shops and enginehouses	260,992		55	15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	4,976			17
18		(24) Coal and ore wharves	150,580			18
19		(25) TOFC/COFC terminals	109,177			19
20		(26) Communication systems	26,900			20
21		(27) Signals and interlockers	522,244		1,200	21
22		(29) Power plants	1,316			22
23		(31) Power-transmission systems	23,201		1	23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	140,301		310	25
26		(39) Public improvements - Construction	77,528		21	26
27		(44) Shop machinery	89,926			27
28		(45) Power-plant machinery	2,408			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	8,938,197	0	22,274	30
31		(52) Locomotives	1,636,789		905	31
32		(53) Freight-train cars	1,867,941		81	32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	57,382			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	79,672			36
37		(58) Miscellaneous equipment	148,562		420	37
38		(59) Computer systems and word processing equipme	36,897			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	3,829,018	0	1,406	39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	219,038		2,608	42
43		GRAND TOTAL	12,986,253	0	26,288	43

See Notes on Page 31.

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED**PROPERTY AND EQUIPMENT – Cont'd.**

(Dollars in thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		1,971	1,259	1,019	188,672	1
2		17,529	11,671	6,335	583,550	2
3		774	53	723	3,346	3
4		1,336	1,850	(298)	68,437	4
5		32,861	27,715	6,594	619,735	5
6				0	0	6
7		87,861	77,862	14,604	2,009,046	7
8		88,690	39,401	59,322	2,565,162	8
9		40,850	26,274	17,544	1,199,357	9
10		394	210	185	6,298	10
11		23,872	5,081	19,403	366,108	11
12		872	455	419	19,788	12
13				0	0	13
14		2,914	1,105	1,825	26,824	14
15		14,393	3,450	10,998	271,990	15
16				0	0	16
17			986	(986)	3,990	17
18		1,324	388	936	151,516	18
19		51	430	(379)	108,798	19
20		13,694	1,407	12,287	39,187	20
21		76,902	19,655	58,447	580,691	21
22				0	1,316	22
23		1,044		1,045	24,246	23
24				0	0	24
25		38,535	18,899	19,946	160,247	25
26		2,924	5,601	(2,656)	74,872	26
27		2,909	2,089	820	90,746	27
28			39	(39)	2,369	28
29				0	0	29
30		451,700	245,880	228,094	9,166,291	30
31		318,942	109,507	210,340	1,847,129	31
32		262,640	78,382	184,339	2,052,280	32
33				0	621	33
34			16,148	(16,148)	41,234	34
35				0	1,154	35
36		3,282	7,128	(3,846)	75,826	36
37		29,547	12,489	17,478	166,040	37
38		(247)	790	(1,037)	35,860	38
39		614,164	224,444	391,126	4,220,144	39
40				0	0	40
41				0	0	41
42		(79,821)		(77,213)	141,825	42
43		986,043	470,324	542,007	13,528,260	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 therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f) and (g) data applicable to Lessor property, when the rent 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	577,215	583,550	0.72	4,983	4,983		1
2	(4) Other right-of-way expenditures	2,623	3,346	1.54	1	1		2
3	(5) Tunnels and subways	68,735	68,437	1.15				3
4	(6) Bridges, trestles, and culverts	613,141	619,735	1.33	1,878	1,878		4
5	(7) Elevated structures							5
6	(8) Ties	1,994,442	2,009,046	4.26	1,170	1,170		6
7	(9) Rail and other track material	2,505,840	2,565,162	2.70	2,702	2,702		7
8	(11) Ballast	1,181,813	1,199,357	2.72	1,968	1,968		8
9	(13) Fences, snowsheds, and signs	6,113	6,298	2.00	23	23		9
10	(16) Station and office buildings	346,705	366,108	2.50	548	548		10
11	(17) Roadway buildings	19,369	19,788	2.44	3	3		11
12	(18) Water stations							12
13	(19) Fuel stations	24,999	26,824	3.70				13
14	(20) Shops and enginehouses	260,992	271,990	2.44	3	3		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	4,976	3,990	2.86				16
17	(24) Coal and ore wharves	150,580	151,516	1.59				17
18	(25) TOFC/COFC terminals	109,177	108,798	2.94				18
19	(26) Communication systems	26,900	39,187	14.29				19
20	(27) Signals and interlockers	522,244	580,691	2.56	240	240		20
21	(29) Power plants	1,316	1,316	1.06				21
22	(31) Power-transmission systems	23,201	24,246	1.43				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	140,301	160,247	4.09	11	11		24
25	(39) Public Improvements -- Construction	77,528	74,872	1.12				25
26	(44) Shop machinery	89,926	90,746	3.85				26
27	(45) Power-plant machinery	2,408	2,369	2.94				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	8,750,544	8,977,619		13,530	13,530		30
	EQUIPMENT							
31	(52) Locomotives	1,636,789	1,847,129	4.30				31
32	(53) Freight-train cars	1,867,941	2,052,280	3.90				32
33	(54) Passenger-train cars	621	621					33
34	(55) Highway revenue equipment	57,382	41,234	9.14				34
35	(56) Floating equipment	1,154	1,154	2.13				35
36	(57) Work equipment	79,672	75,826	2.93				36
37	(58) Miscellaneous equipment	148,562	166,040	10.07				37
38	(59) Computer systems and word processing equipment	36,897	35,860	14.29				38
39	TOTAL EQUIPMENT	3,829,018	4,220,144		0	0		39
40	GRAND TOTAL	12,579,562	13,197,763	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	155,740	4,425		11,689		148,476	1
2		(4) Other right-of-way expenditures	1,529	40		53		1,516	2
3		(5) Tunnels and subways	21,555	810		1,850		20,515	3
4		(6) Bridges, trestles, and culverts	125,715	8,937	386	18,388		116,650	4
5		(7) Elevated structures						0	5
6		(8) Ties	859,911	83,963	1,243	88,833		856,284	6
7		(9) Rail and other track material	512,739	50,669	1,586	22,149		542,845	7
8		(11) Ballast	373,410	31,400	728	26,278		379,260	8
9		(13) Fences, snowsheds, and signs	6,101	134		210		6,025	9
10		(16) Station and office buildings	78,346	9,095	456	5,144		82,753	10
11		(17) Roadway buildings	10,856	487		455		10,888	11
12		(18) Water stations						0	12
13		(19) Fuel stations	7,560	935		1,105		7,390	13
14		(20) Shops and enginehouses	116,623	6,385		3,458		119,550	14
15		(22) Storage warehouses						0	15
16		(23) Wharves and docks	2,286	178		986		1,478	16
17		(24) Coal and ore wharves	105,581	2,921		389		108,113	17
18		(25) TOFC/COFC terminals	23,258	3,322		430		26,150	18
19		(26) Communication systems	14,570	3,572		1,407		16,735	19
20		(27) Signals and interlockers	142,058	13,737	343	19,655		136,483	20
21		(29) Power plants	510	14				524	21
22		(31) Power-transmission systems	7,636	328				7,964	22
23		(35) Miscellaneous structures						0	23
24		(37) Roadway machines	13,473	2,906	280	14,023		2,636	24
25		(39) Public improvements-Const.	17,316	887		5,605		12,598	25
26		(44) Shop machinery	20,478	3,571	147	2,050		22,146	26
27		(45) Power-plant machinery	2,681	96		39		2,738	27
28		All other road accounts						0	28
29		Amortization (Adjustments)		(10,878)				(10,878)	29
30		TOTAL ROAD	2,619,932	217,934	5,169	224,196		2,618,839	30
EQUIPMENT									
31	*	(52) Locomotives	533,984	76,174	385	103,366		507,177	31
32	*	(53) Freight-train cars	757,931	80,910	44	50,935		787,950	32
33	*	(54) Passenger-train cars						0	33
34	*	(55) Highway revenue equipment	54,786			14,534		40,252	34
35	*	(56) Floating equipment	69	25				94	35
36	*	(57) Work equipment	3,365	2,492		4,810		1,047	36
37	*	(58) Miscellaneous equipment	53,416	17,001	270	10,285		60,402	37
38		(59) Computer systems and word processing equipment	13,081	5,144		746		0	38
39	*	Amortization (Adjustments)		12,951				12,951	39
40		TOTAL EQUIPMENT	1,416,632	194,697	699	184,676		1,427,352	40
41		GRAND TOTAL	4,036,564	412,631	5,868	408,872		4,046,191	41

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

339. ACCRUED LIABILITY – LEASED PROPERTY

(Dollars in thousands)

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

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

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

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

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

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

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

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

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements-const.				25
26		(44) Shop machinery*				26
27		(45) Power-plant machinery				27
28		All other road accounts				28
29		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)		
		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

Included in Schedule 332

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retire-ments (e)	Other debits (f)		
		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

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	16,296	13,528,260	4,046,191	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	121	4
5	P	High Point, Thomasville & Denton RR Co.	34	9,881	4,426	5
6	P	Lake Front Dock and RR Terminal Co.		14,987	8,453	6
7	P	Winston-Salem Southbound Rwy. Co.		27,977	12,527	7
8						8
9			34	53,226	25,527	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	16,816	13,595,123	4,073,120	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	188,672		1,457	107	1
2		(3) Grading	583,550		4,602	4,983	2
3		(4) Other right-of-way expenditures	3,346		227	1	3
4		(5) Tunnels and subways	68,437				4
5		(6) Bridges, trestles, and culverts	619,735		1,204	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	2,009,046		12,932	1,170	7
8		(9) Rail and other track material	2,565,162		14,220	2,702	8
9		(11) Ballast	1,199,357		7,276	1,968	9
10		(13) Fences, snow sheds, and signs	6,298		44	23	10
11		(16) Station and office buildings	366,108		998	548	11
12		(17) Roadway buildings	19,788		3	3	12
13		(18) Water stations					13
14		(19) Fuel stations	26,824				14
15		(20) Shops and enginehouses	271,990		37	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	3,990				17
18		(24) Coal and ore wharves	151,516		8,342		18
19		(25) TOFC/COFC terminals	108,798		2		19
20		(26) Communication systems	39,187		3		20
21		(27) Signals and interlockers	580,691		771	240	21
22		(29) Power plants	1,316				22
23		(31) Power-transmission systems	24,246		191		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	160,247		297		25
26		(39) Public improvements - Construction	74,872		455	11	26
27		(44) Shop machinery	90,746				27
28		(45) Power-plant machinery	2,369				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	9,166,291		53,061	13,637	31
32		(52) Locomotives	1,847,129				32
33		(53) Freight-train cars	2,052,280		7		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	41,234				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	75,826				37
38		(58) Miscellaneous equipment	166,040		158		38
39		(59) Computer systems & word processing equipment	35,860				39
40		TOTAL EQUIPMENT	4,220,144		165	0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	141,825				43
44		GRAND TOTAL	13,528,260		53,226	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)

SCHEDULE 210

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

SCHEDULE 412

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

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

SCHEDULE 414

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

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

SCHEDULE 415

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

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

AND
SCHEDULE 414

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

SCHEDULE 415

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

= Lines 5, 38, columns (c) and (d)
 = Lines 24, 39, columns (c) and (d)
 = Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)

Lines 202, 203, 216, column (f) (equal to or greater
 than, but variance cannot exceed line 216, column (f))

Lines 5, 38, column (b)

Lines 221, 222, 235, column (f) (equal to or greater
 than, but variance cannot exceed line 235, column (f))

Lines 24, 39, column (b)

Lines 302 thru 307 and 320, column (f) (equal to or
 greater than, but variance cannot exceed line 320,
 column (f))

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

SCHEDULE 417

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

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

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

410. RAILWAY OPERATING EXPENSES

(Dollars in thousands)

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

Line No.	Cross Check	Name of railway operating expense (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	10,339	1,333	6,458	356	18,486	18,486	1
2		Bridge and Building	5,460	464	(380)	2,923	8,467	8,467	2
3		Signal	8,402	(888)	4,778	1,937	14,229	14,229	3
4		Communication	643	46	(2)	82	769	769	4
5		Other	18,214	3,508	7,084	7,076	35,882	35,882	5
		REPAIR AND MAINTENANCE							
6		Roadway - Running	13,516	6,850	5,501	542	26,409	26,409	6
7		Roadway - Switching	4,704	1,981	1,236	58	7,979	7,979	7
8		Tunnels and Subways - Running	35	1	5		41	41	8
9		Tunnels and Subways - Switching	14	681			695	695	9
10		Bridges and Culverts - Running	8,979	2,653	1,566	2,007	15,205	15,205	10
11		Bridges and Culverts - Switching	263	76	2	1	342	342	11
12		Ties - Running	1,630	253	79	124	2,086	2,086	12
13		Ties - Switching	975	71		21	1,067	1,067	13
14		Rail and Other Track Material - Running	23,559	14,424	16,585	(122)	54,446	54,446	14
15		Rail and Other Track Material - Switching	6,491	1,171	101		7,763	7,763	15
16		Ballast - Running	10,755	692	105	660	12,212	12,212	16
17		Ballast - Switching	1,120	41		11	1,172	1,172	17
18		Road Property Damaged - Running	2,238	593	13	10	2,854	2,854	18
19		Road Property Damaged - Switching	272	10	2	3	287	287	19
20		Road Property Damaged - Other							20
21		Signal and Interlockers - Running	24,878	14,169	6,244	1,992	47,283	47,283	21
22		Signal and Interlockers - Switching	6,917	1,077	7		8,001	8,001	22
23		Communications Systems	10,367	6,972	1,156	261	18,756	18,756	23
24		Power Systems	598				598	598	24
25		Highway Grade Crossings - Running	6,098	1,610	(130)	9	7,587	7,587	25
26		Highway Grade Crossings - Switching	108	10		1	119	119	26
27		Station and Office Buildings	5,682	1,661	3,648	820	11,811	11,811	27
28		Shop Buildings - Locomotives	1,324	1,084	1,830	36	4,274	4,274	28
29		Shop Buildings - Freight Cars	1,128	1,464	722	121	3,435	N/A	29
30		Shop Buildings - Other Equipment	1,968	1,570	2,080		5,618	5,618	30

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE – Continued								
101		Locomotive Servicing Facilities	266	395			661		661	101
102		Miscellaneous Buildings and Structures	713	68	27	91	899		899	102
103		Coal Terminals	14	588	15		617	N/A	617	103
104		Ore Terminals	322	303	1		626	N/A	626	104
105		Other Marine Terminals	1	127	606		734	N/A	734	105
106		TOFC/COFC – Terminals	36	163			199	N/A	199	106
107		Motor Vehicle Loading and Distribution Facilities	3	10			13	N/A	13	107
108		Facilities for Other Specialized Service Operations		1,299			1,299	N/A	1,299	108
109		Roadway Machines	8,429	21,057	2,450	(28,367)	3,569		3,569	109
110		Small Tools and Supplies	276	(3,423)	48	18	(3,081)		(3,081)	110
111		Snow Removal	2,972	42	7	18	3,039		3,039	111
112	x	Fringe Benefits – Running	N/A	N/A	N/A	o 51,352	51,352		51,352	112
113	z	Fringe Benefits – Switching	N/A	N/A	N/A	o (131)	(131)		(131)	113
114	x	Fringe Benefits – Other	N/A	N/A	N/A	o 31,710	31,710		31,710	114
115		Casualties and Insurance – Running	N/A	N/A	N/A	19,154	19,154		19,154	115
116		Casualties and Insurance – Switching	N/A	N/A	N/A					116
117		Casualties and Insurance – Other	N/A	N/A	N/A	2,098	2,098		2,098	117
118	*	Lease Rentals – Debit – Running	N/A	N/A	26,228	N/A	26,228		26,228	118
119	*	Lease Rentals – Debit – Switching	N/A	N/A	N/A	N/A				119
120	*	Lease Rentals – Debit – Other	N/A	N/A	8,776	N/A	8,776		8,776	120
121	*	Lease Rentals – [Credit] – Running	N/A	N/A	(16,919)	N/A	(16,919)		(16,919)	121
122	*	Lease Rentals – [Credit] – Switching	N/A	N/A		N/A				122
123	*	Lease Rentals – [Credit] – Other	N/A	N/A	(1,243)	N/A	(1,243)		(1,243)	123
124		Joint Facility Rent – Debit – Running	N/A	N/A	39	N/A	39		39	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	(2)	N/A	(2)		(2)	127
128		Joint Facility Rent – [Credit] – Switching	N/A	N/A	3	N/A	3		3	128
129		Joint Facility Rent – [Credit] – Other	N/A	N/A	(14)	N/A	(14)		(14)	129
130	*	Other Rents – Debit – Running	N/A	N/A		N/A				130
131	*	Other Rents – Debit – Switching	N/A	N/A		N/A				131
132	*	Other Rents – Debit – Other	N/A	N/A		N/A				132
133	*	Other Rents – [Credit] – Running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
134	*	REPAIR AND MAINTENANCE - Continued								134
135	*	Other Rents - [Credit] - Switching	N/A	N/A		N/A				135
136	*	Other Rents - [Credit] - Other	N/A	N/A		N/A				136
137	*	Depreciation - Running	N/A	N/A	N/A	156,432	156,432		156,432	137
138	*	Depreciation - Switching	N/A	N/A	N/A					138
139	*	Depreciation - Other	N/A	N/A	N/A	58,104	58,104		58,104	139
140	*	Joint Facility - Debit - Running	N/A	N/A	1	N/A	1		1	140
141	*	Joint Facility - Debit - Switching	N/A	N/A		N/A				141
142	*	Joint Facility - Debit - Other	N/A	N/A		N/A				142
143	*	Joint Facility - [Credit] - Running	N/A	N/A	55	N/A	55		55	143
144	*	Joint Facility - [Credit] - Switching	N/A	N/A	(401)	N/A	(401)		(401)	144
145	*	Joint Facility - [Credit] - Other	N/A	N/A	(10,195)	N/A	(10,195)		(10,195)	145
146	*	Dismantling Retired Road Property - Running	93	20	1	13	127		127	146
147	*	Dismantling Retired Road Property - Switching	6				6		6	147
148	*	Dismantling Retired Road Property - Other	3				3		3	148
149	*	Other - Running	2,520	1,193	4,585	42	8,340		8,340	149
150	*	Other - Switching	610	8		1	619		619	150
151	*	Other - Other	269	196		(5,021)	(4,556)		(4,556)	151
		TOTAL WAY AND STRUCTURES	193,210	85,623	72,758	304,443	656,034		656,034	151
		EQUIPMENT								
		LOCOMOTIVES								
201	*	Administration	5,216	251	6,153	669	12,289		12,289	201
202	*	Repair and Maintenance	59,828	113,174	5,539	1,346	179,887		179,887	202
203	*	Machinery Repair	721	594	323		1,638		1,638	203
204	*	Equipment Damaged	93		161		254		254	204
205	*	Fringe Benefits	N/A	N/A	N/A	31,057	31,057		31,057	205
206	*	Other Casualties and Insurance	N/A	N/A	N/A	19,221	19,221		19,221	206
207	*	Lease Rentals - Debit	N/A	N/A	32,464	N/A	32,464		32,464	207
208	*	Lease Rentals - [Credit]	N/A	N/A	(177)	N/A	(177)		(177)	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	(15)	N/A	(15)		(15)	212
213	*	Depreciation	N/A	N/A	N/A	82,743	82,743		82,743	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							
219		Other			18	(19,354)	(19,336)	(19,336)	217
		TOTAL LOCOMOTIVES	65,858	114,019	44,466	115,682	340,025	340,025	218
220		FREIGHT CARS							
221	*	Administration	12,008	(6,850)	6,264	12,349	23,771	23,771	219
222	*	Repair and Maintenance	66,200	54,118	35,635	(15,980)	139,973	139,973	220
223	*	Machinery Repair	1,379	670	1,856	5	3,910	3,910	221
224	*	Equipment Damaged	(1)	(856)	5,714		4,857	4,857	222
225	*	× Fringe Benefits	N/A	N/A	N/A	33,927 ✓	33,927	33,927	223
226	*	Other Casualties and Insurance	N/A	N/A	N/A	30,122	30,122	30,122	224
227	*	Lease Rentals - Debit	N/A	N/A	110,227	N/A	110,227	110,227	225
228	*	Lease Rentals - [Credit]	N/A	N/A		N/A			226
229	*	Joint Facility Rent - Debit	N/A	N/A		N/A			227
230	*	Joint Facility Rent - [Credit]	N/A	N/A		N/A			228
231	*	Other Rents - Debit	N/A	N/A	325,821	N/A	325,821	325,821	229
232	*	Other Rents - [Credit]	N/A	N/A	(121,056)	N/A	(121,056)	(121,056)	230
233	*	Depreciation	N/A	N/A	N/A	89,357	89,357	89,357	231
234	*	Joint Facility - Debit	N/A	N/A	N/A	N/A			232
235	*	Joint Facility - [Credit]	N/A	N/A	N/A	N/A			233
236	*	Repairs Billed to Others - [Credit]	N/A	N/A	(49,253)	N/A	(49,253)	(49,253)	234
237	*	Dismantling Retired Property			263		263	263	235
238	*	Other	79,586	47,082	(9,161)		(9,161)	(9,161)	236
		TOTAL FREIGHT CARS	79,586	47,082	306,310	149,780	582,758	582,758	237
301		OTHER EQUIPMENT							238
302	*	Administration	2,213	18	626	52	2,909	2,909	301
303	*	Repair and Maintenance							
304	*	Trucks, Trailers & Containers - Revenue Service			(325)		(325)	(325)	302
305	*	Floating Equipment - Revenue Service							303
306	*	Passenger and Other Revenue Equipment			1		1	1	304
307	*	Computer Systems and Word Processing Equip		5	14		19	19	305
308	*	Machinery	482	3,624	1,880	18	6,004	6,004	306
309	*	Work and Other Non - Revenue Equipment	1,035	6,644	6,199	119	13,997	13,997	307
310	*	Equipment Damaged							308
311	*	× Fringe Benefits	N/A	N/A	N/A	1,630 ✓	1,630	1,630	309
312	*	Other Casualties and Insurance	N/A	N/A	N/A	400	400	400	310
	*	Lease Rentals - Debit	N/A	N/A	9,534	N/A	9,534	9,534	311
	*	Lease Rentals - [Credit]	N/A	N/A	(8,789)	N/A	(8,789)	(8,789)	312

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT - Continued								
313		Joint Facility Rent - Debit	N/A	N/A		N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A		N/A				314
315	*	Other Rents - Debit	N/A	N/A	9,521	N/A	9,521		9,521	315
316	*	Other Rents - [Credit]	N/A	N/A		N/A				316
317	*	Depreciation	N/A	N/A		25,995	25,995		25,995	317
318		Joint Facility - Debit	N/A	N/A		N/A				318
319		Joint Facility - [Credit]	N/A	N/A		N/A				319
320	*	Repairs Billed to Others - [Credit]	N/A	N/A		N/A				320
321		Dismantling Retired Property								321
322		Other			92	(17,024)	(16,932)		(16,932)	322
323		TOTAL OTHER EQUIPMENT	3,730	10,291	18,753	11,190	43,964		43,964	323
324		TOTAL EQUIPMENT	149,174	171,392	369,529	276,652	966,747		966,747	324
		TRAIN OPERATIONS								
401		Administration	6,083	2,835	1,142	6,998	17,058		17,058	401
402		Engine Crews	144,448	30	4	15,538	160,020		160,020	402
403		Train Crews	230,720	210	47	41,403	272,380		272,380	403
404		Dispatching Trains	30,794	266	5,778	1,347	38,185		38,185	404
405		Operating Signals and Interlockers	164				164		164	405
406		Operating Drawbridges	4,201	3	1	50	4,255		4,255	406
407		Highway Crossing Protection	34	210	7,500	1	7,745		7,745	407
408		Train Inspection and Lubrication	34,298	3,612	2,362	(2,823)	37,449		37,449	408
409		Locomotive Fuel		o 250,753	/		250,753		250,753	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	18,808	1,800	1,937	157	22,702		22,702	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					412
413		Clearing Wrecks	429	10	5,188	2	5,629		5,629	413
414	x	Fringe Benefits	N/A	N/A	N/A	o 164,622	164,622		164,622	414
415		Other Casualties and Insurance	N/A	N/A	N/A	24,434	24,434		24,434	415
416		Joint Facility - Debit	N/A	N/A	33,415	N/A	33,415		33,415	416
417		Joint Facility - [Credit]	N/A	N/A	(3,812)	N/A	(3,812)		(3,812)	417
418		Other	16,998	693	2,704	(54,950)	(34,555)		(34,555)	418
419		TOTAL TRAIN OPERATIONS	486,977	260,422	56,266	196,779	1,000,444		1,000,444	419
		YARD OPERATIONS								
420		Administration	22,794	1,556	2,986	2,022	29,358		29,358	420
421		Switch Crews	145,831	1,726	4,059	1,779	153,395		153,395	421

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		YARD OPERATIONS - Continued								
422		Controlling Operations	20,607	89	1,882	90	22,668		22,668	422
423		Yard and Terminal Clerical	20,790	44	18	76	20,928		20,928	423
424		Operating Switches, Signals, Retainers and Humps	1,415	1		3	1,419		1,419	424
425		Locomotive Fuel		0	26,739		26,739		26,739	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	12,145	21	1	33	12,200		12,200	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					428
429		Cleaning Wrecks	293	6	5,170	2	5,471		5,471	429
430		x. Fringe Benefits	N/A	N/A	0	81,449	81,449		81,449	430
431		Other Casualties and Insurance	N/A	N/A	N/A	24,127	24,127		24,127	431
432		Joint Facility - Debit	N/A	N/A		N/A				432
433		Joint Facility - [Credit]	N/A	N/A	(52,632)	N/A	(52,632)		(52,632)	433
434		Other	886	37	581	(6)	1,498		1,498	434
435		TOTAL YARD OPERATIONS	224,761	30,219	(37,935)	109,575	326,620		326,620	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	619	6	4,875	(5)	5,495		5,495	501
502		Adjusting and Transferring Loads	3,728	1	52	N/A	3,781	N/A	3,781	502
503		Car Loading Devices and Grain Doors		1,732		N/A	1,732	N/A	1,732	503
504		Freight Lost or Damaged - All Other	N/A	N/A	N/A	7,310	7,310		7,310	504
505		x. Fringe Benefits	N/A	N/A	N/A	0	(146)		(146)	505
506		TOTAL TRAIN & YD. OPERATIONS COMMON	4,347	1,739	4,927	7,159	18,172		18,172	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration						N/A		507
508	*	Pickup and Delivery and Marine Line Haul	10		7,270		7,280	N/A	7,280	508
509	*	Loading and Unloading and Local Marine	10,308	2,298	42,409	14,189	69,204	N/A	69,204	509
510	*	Protective Services			3,304		3,304	N/A	3,304	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A		511
512	*	x. Fringe Benefits	N/A	N/A	N/A	3,665	3,665	N/A	3,665	512
513	*	Casualties and Insurance	N/A	N/A	N/A			N/A		513
514	*	Joint Facility - Debit	N/A	N/A		N/A		N/A		514
515	*	Joint Facility - [Credit]	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	10,318	2,298	52,983	17,854	83,453		83,453	517

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
518		ADMINISTRATIVE SUPPORT OPERATIONS								
519		Administration	17,836	756	5,048	4,922	28,562		28,562	518
520		Employees Performing Clerical & Acctg. Functions	75,938	1,652	3,738	2,320	83,648		83,648	519
521		Communication Systems Operation	385				385		385	520
522		Loss and Damage Claims Processing			2,062		2,062		2,062	521
523		× Fringe Benefits	N/A	N/A	N/A	39,107 ✓	39,107		39,107	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			481	(7,890)	(7,409)		(7,409)	526
		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	94,159	2,408	11,329	38,459	146,355		146,355	527
528		TOTAL TRANSPORTATION	820,562	297,086	87,570	369,826	1,575,044		1,575,044	528
601		GENERAL AND ADMINISTRATIVE								
602		Officers - General Administration	17,066	4,832	56,537	4,404	82,839		82,839	601
603		Accounting, Auditing and Finance	35,260	118	86,296	(17,135)	104,539		104,539	602
604		Management Services and Data Processing	395	34	150,988	128	151,545		151,545	603
605		Marketing	14,331	210	4,194	15,211	33,946		33,946	604
606		Sales	29,084	265	1,802	4,389	35,540		35,540	605
607		Industrial Development	1,906	18	60	620	2,604	N/A	2,604	606
608		Personnel and Labor Relations	21,810	388	22,646	6,798	51,642		51,642	607
609		Legal and Secretarial	12,327	225	36,897	3,875	53,324		53,324	608
610		Public Relations and Advertising	1,757	170	49,089	1,000	52,016		52,016	609
611		Research and Development	1,896	16	5	289	2,206		2,206	610
612		× Fringe Benefits	N/A	N/A	N/A	85,880 ✓	85,880		85,880	611
613		Casualties and Insurance	N/A	N/A	N/A	(700)	(700)		(700)	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A	8,456	8,456		8,456	613
615		Property Taxes	N/A	N/A	N/A	50,427	50,427		50,427	614
616		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	22,799	22,799		22,799	615
617		Joint Facility - Debit	N/A	N/A	5,801	N/A	5,801		5,801	616
618		Joint Facility - [Credit]	N/A	N/A	8	N/A	8		8	617
619		Other	(6,091)	1,697	39,574	7,267	42,447		42,447	618
		TOTAL GENERAL AND ADMINISTRATIVE	129,741	7,973	453,897	193,708	785,319		785,319	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,292,687	562,074	983,754	1,144,629	3,983,144		3,983,144	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	4,103		(322)	2
3		4	Other right-of-way expenditures	55		15	3
4		5	Tunnels and subways	786		(24)	4
5		6	Bridges, trestles and culverts	8,191		(746)	5
6		7	Elevated structures				6
7		8	Ties	78,996		(4,967)	7
8		9	Rail and other track material	48,164		(2,505)	8
9		11	Ballast	29,272		(2,129)	9
10		13	Fences, snowsheds and signs	337		203	10
11		16	Station and office buildings	9,613		518	11
12		17	Roadway buildings	550		63	12
13		18	Water stations				13
14		19	Fuel stations	746		(188)	14
15		20	Shops and enginehouses	7,652		1,267	15
16		22	Storage warehouses				16
17		23	Wharves and docks	(44)		(222)	17
18		24	Coal and ore wharves	3,575		654	18
19		25	TOFC/COFC terminals	2,994		(328)	19
20		26	Communications systems	3,318		(254)	20
21		27	Signals and interlockers	12,982		(755)	21
22		29	Power plants	19		5	22
23		31	Power transmission systems	304		(24)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	1,878		(1,028)	25
26		39	Public improvements: construction	670		(217)	26
27		45	Power plant machines	375		279	27
28		--	Other lease/rentals	N/A	16,842	N/A	28
29		--	TOTAL	214,536	16,842	(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 railroad owned 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		2	45	14,908	3,365	13,950	3
4		Box - Equipped		8,986	26,578		13,251	42,318	4
5		Gondola - Plain		18	78	194	490	1,246	5
6		Gondola - Equipped		3,738	17,918		1,961	6,810	6
7		Hopper - Covered		3,241	17,198	25,162	7,126	20,780	7
8		Hopper - Open Top - General Service		2,016	7,125		2,202	5,164	8
9		Hopper - Open Top - Special Service		54	1,020	81	163	988	9
10		Refrigerator - Mechanical			0		2,103	3,429	10
11		Refrigerator - Non - Mechanical		881	2,125	11	1,693	4,146	11
12		Flat TOFC/COFC							12
13		Flat Multi - Level		0	0	46,303	2,370	4,168	13
14		Flat - General Service				13	68	170	14
15		Flat - Other		106	347	5,459	1,084	3,982	15
16		Tank - Under 22,000 Gallons				34,069			16
17		Tank - 22,000 Gallons and Over		124	681	23,178	960	3,827	17
18		All Other Freight Cars			28,775	7,273		21,376	18
19		Auto Racks			101,890			132,334	19
20		TOTAL FREIGHT TRAIN CARS		19,166		156,651	36,836		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	0	0	0	0	0	0	
		GRAND TOTAL (LINES 19 AND 24)	0	19,166	101,890	156,651	36,836	132,334	

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

415. SUPPORTING SCHEDULE – EQUIPMENT
(Dollars in thousands)

Line No.	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive–Yard	17,568	668		47	1
2		Diesel Locomotive–Road	164,282	66,737	12,048	4,818	2
3		Other Locomotive–Yard					3
4		Other Locomotive–Road		1,705		119	4
5	*	TOTAL	181,850	69,110	12,048	4,984	5
		FREIGHT TRAIN CARS					
6		Box–Plain 40 Foot		297		26	6
7		Box–Plain 50 Foot and Longer	24	4,328	1,395	328	7
8		Box–Equipped	26,787	10,050	247	781	8
9		Gondola–Plain	1,299	2,915		275	9
10		Gondola–Equipped	13,475	7,259		686	10
11		Hopper–Covered	17,803	14,077		1,256	11
12		Hopper–Open Top–General Service	11,721	24,056	295	1,831	12
13		Hopper–Open Top–Special Service	2,317	6,709		545	13
14		Refrigerator–Mechanical	0				14
15		Refrigerator–Nonmechanical	4,876				15
16		Flat TOFC/COFC	0				16
17		Flat Multi–level	1				17
18		Flat–General Service	0	39		4	18
19		Flat–Other	467	504		58	19
20		All Other Freight Cars	1,152	1,442		142	20
21		Cabooses		584		46	21
22		Auto Racks	10,798	13,088	531	928	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	90,720	85,348	2,468	6,906	24
		OTHER EQUIPMENT–REVENUE					
25		FREIGHT HIGHWAY EQUIPMENT					25
26		Refrigerated Trailers					26
27		Other Trailers					27
28		Refrigerated Containers					28
29		Other Containers					29
30		Bogies					30
31		Chassis					31
32	*	Other Highway Equipment (Freight)	0	0	0	0	32
		TOTAL HIGHWAY EQUIPMENT					
		FLOATING EQUIPMENT–REVENUE					
33		SERVICE					33
34		Marine Line–Haul		25			34
35	*	Local Marine	0	25	0	0	35
		TOTAL FLOATING EQUIPMENT					
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	1				36
37	*	Computer systems and word processing equip.	19	6,556	28	1,440	37
38	*	Machinery–Locomotives ¹	(325)	1,585		(90)	38
39	*	Machinery–Freight Cars ²	3,910	1,541		(69)	39
40	*	Machinery–Other Equipment ³	5,679	272		(14)	40
41	*	Work and Other Non–revenue Equipment	13,997	19,112	2	(379)	41
42		TOTAL OTHER EQUIPMENT	23,281	29,066	30	888	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	295,851	183,549	14,546	12,778	43

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

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

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

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

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		1,007	15,893		4,349		1
2		31,265	1,640,043	150,634	448,734	42,997	2
3							3
4			40,559		11,097		4
5		32,272	1,696,495	150,634	464,180	42,997	5
6			7,504		2,721		6
7		6,116	93,890	2,473	34,040	1,359	7
8		8,159	223,348	13,951	80,975	7,673	8
9		17,507	78,789		28,565		9
10		19,006	196,213		71,138		10
11		22,266	359,142		130,208		11
12		24,809	523,660	5,609	201,854	442	12
13		5,041	156,030		56,569		13
14							14
15			46,030		46,030		15
16							16
17							17
18			1,027		372		18
19		964	16,470		5,971		19
20		150	40,727		14,766		20
21			13,149		4,767		21
22		6,209	265,522	8,746	96,266	4,234	22
23							23
24		110,227	2,021,501	30,779	774,242	13,708	24
25							25
26			41,234		40,252		26
27							27
28							28
29							29
30							30
31							31
32		0	41,234	0	40,252	0	32
33			1,154		94		33
34							34
35		0	1,154	0	94	0	35
36			621				36
37			35,639	221	17,451	28	37
38			47,188		11,516		38
39			36,296		8,858		39
40		1,512	7,260		1,772		40
41		8,754	241,848	18	61,439	10	41
42		10,266	368,852	239	101,036	38	42
43		152,765	4,129,236	181,652	1,379,804	56,743	43

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

²The depreciation to be reported on lines 38, 39 and 40 in column (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	315,086	80,106	0.72							315,086	80,106	1
2		8	705,127	461,978	4.93							705,127	461,978	2
3		9	1,398,311	293,851	2.70							1,398,311	293,851	3
4		11	1,014,347	206,106	2.72							1,014,347	206,106	4
5	Sub-Total		3,432,871	1,042,041								3,432,871	1,042,041	5
6	II	3	180,114	45,791	0.72							180,114	45,791	6
7		8	934,687	264,083	4.13							934,687	264,083	7
8		9	677,403	167,975	2.70							677,403	167,975	8
9		11	169,687	117,818	2.72							169,687	117,818	9
10	Sub-Total		1,961,891	595,667								1,961,891	595,667	10
11	III	3	(460)	N/A	N/A			N/A		N/A	N/A	(460)	N/A	11
12		8	9	N/A	N/A			N/A		N/A	N/A	9	N/A	12
13		9	(1,807)	N/A	N/A			N/A		N/A	N/A	(1,807)	N/A	13
14		11	(2,757)	N/A	N/A			N/A		N/A	N/A	(2,757)	N/A	14
15	Sub-Total		(5,015)	N/A	N/A			N/A		N/A	N/A	(5,015)	N/A	15
16	IV	3	85,342	21,697	0.72							85,342	21,697	16
17		8	366,413	125,128	3.43							366,413	125,128	17
18		9	480,923	79,591	2.70							480,923	79,591	18
19		11	16,910	55,825	2.72							16,910	55,825	19
20	Sub-Total		929,598	282,241								929,598	282,241	20
21	V	3	3,468	882	0.72							3,468	882	21
22		8	2,810	5,085	3.43							2,810	5,085	22
23		9	30,332	3,235	2.70							30,332	3,235	23
24		11	1,170	2,269	2.72							1,170	2,269	24
25	Sub-Total		37,780	11,471								37,780	11,471	25
26	GRAND TOTAL		6,357,115	1,931,420	N/A			N/A				6,357,115	1,931,420	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.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b - i) (j)	Line No.
1	*	Administration									0	1
2	*	Pick up and delivery, marine line haul	0						N/A	7,280	7,280	2
3	*	Loading and unloading and local marine	0		6,121	1,778	1,527	9,461	N/A	50,317	69,204	3
4	*	Protective services, total debits and credits	0		4				2,904	396	3,304	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	0		2,346	703	6			610	3,665	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other									0	10
11	*	TOTAL	0		8,471	2,481	1,533	9,461	2,904	58,603	83,453	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)

Primary Account Number And Title		Capital Leases		
		Investment At End Of Year	Current Year Amortization	Accumulated Amortization
	(a)	(c)	(d)	(e)
52 - Locomotives	1,847,129	150,634	12,048	42,997
53 - Freight Cars	2,052,280	30,779	2,468	13,708
57 - Work Equipment	75,826	18	2	10
59 - Computer Systems	35,860	221	28	28
GRAND TOTAL	4,011,095	181,652	14,546	56,743

NOTES AND REMARKS

450. ANALYSIS OF TAXES

(Dollars in thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	100,075	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	105,725	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	105,725	4
5		Railroad Retirement	292,548	5
6		Hospital Insurance	21,719	6
7		Supplemental Annuities	17,494	7
8		Unemployment Insurance	2,073	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	439,559	10
11		Total Railway Taxes	539,634	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, 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.	2,573,839	(10,105)		2,563,734	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.	(109,443)	2,233		(107,210)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(87,049)	16,614		(70,435)	6
7	Reserve for separation pay	(200,416)	59,326		(141,090)	7
8	Pier sales	(3,342)	423		(2,919)	8
9	Other temporary differences	(190,035)	30,841	45,738	(113,456)	9
10					0	10
11					0	11
12	Federal Effect of State	(100,106)	1,244	(1,728)	(100,590)	12
13					0	13
14	State Deferred Income Taxes	286,016	(4,315)	5,700	287,401	14
15					0	15
16					0	16
17	Other Credits	(105,920)	101,103		(4,817)	17
18	Investment Tax Credit*				0	18
19	TOTALS	2,063,544	197,364	49,710	2,310,618	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 565, 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		N/A	N/A	1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9	551	Fees on Sale of Accounts Receivable	55,192		9
10		Cogeneration Expenses	2,529		10
11		Loss from Land Sale	2,339		11
12		Other-- Each Less than 10% of Net Income	4,763		12
13		Total Account 551	64,823		13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS
(Dollars in thousands)

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

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	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	15,113 & interest	Sole	15
16	Guarantor: CSXT	May 11, 2004			16
17					17
18					18
19	Sealand	Rolling Stock Lease Obligation	130,983	Sole	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29	NOTE 1: As to Refunding and Improving Mortgage Bonds Series C, this company guarantees to the extent of 1/14				29
30	only, the interest and sinking fund payments.				30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in thousands)

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

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

NONE

NOTES AND REMARKS

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

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

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	71,344
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	129,982
4	766	Equipment Obligations	Sch. 200, L. 42	653,343
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	108,857
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	2,741
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,208)
9		Total Debt	Sum L. 1-8	965,059
10		Debt Directly Related to Road Property	Note 1.	126,299
11		Debt Directly Related to Equipment	Note 1.	829,075
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	955,374
13		Percent Directly Related to Road	L. 10 ÷ L. 12 (2 decimals)	13.22%
14		Percent Directly Related to Equipment	L. 11 ÷ L. 12 (2 decimals)	86.78%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	9,685
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	127,579
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	837,480

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	69,576
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	216
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	21
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	69,771
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)	24,904
25		Interest On Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	7,785
26		Interest On Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	61,986
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	6.10%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	7.40%

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

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

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

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

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

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

- (a) Lawful tariff charges for transportation services.
- (b) Payments to or from other carriers for 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 carried 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	235,332	24,667 P	1
2	CSX Corporation		Controlled	Interest Income	32,586	R	2
3	CSX Corporation		Controlled	Interest Expense	132	P	3
4	CSX Intermodal		Common	Operating Agreement	160,085	11,846 R	4
5	CSX Intermodal		Common	Operating Lease	3,498	P	5
6	CSX Realty		Common	Interest Income	1,965	937 R	6
7	CSX Technology		Common	Management Fees	200,892	18,066 P	7
8	CSX Technology		Common	Interest Income	3,130	R	8
9	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	43,462	1,427 R	9
10	CSX Insurance		Common	Interest Expense	3,924	P	10
11	Customized Transportation, Inc		Common	Interest Income	391	R	11
12							12
13							13
14							14
15							15
16	Winston Salem Southbound		Direct	Management Fees	74	R	16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of running tracks				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	15,795	2,262	70	2,107	1,558	5,095	26,887	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	74	0	68	10	120	376	5
6	1J	2/3	0	0	0	0	2	9	11	6
7	TOTAL CLASS 1		15,899	2,336	70	2,176	1,588	5,260	27,329	7
8										8
9										9
10	2	100%	177	17	1	10	41	34	280	10
11	2J	89%	154	0	0		32	0	186	11
12	2	Canada	66	0	0	9	0	24	99	12
13	TOTAL CLASS 2		397	17	1	19	73	58	565	13
14										14
15										15
16	3A	100%	140	15	2	36	2	62	257	16
17	3AJ	1/2	0	0	0	0	0	1	1	17
18	3B	100%	346	29	0	51	30	148	604	18
19	3BJ	1/3	0	3	0	0	0	0	3	19
20	TOTAL CLASS 3		486	47	2	87	32	211	865	20
21										21
22										22
23	4A	100%	0	0	0	0	1	0	1	23
24	4B	100%	108	0	0	10	71	1	190	24
25	4BJ	1/2	7	0	0	0	0	0	7	25
26	TOTAL CLASS 4		115	0	0	10	72	1	198	26
27										27
28										28
29	5	100%	1,598	188	12	72	108	408	2,386	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	7	1	0	4	1	6	19	32
33	TOTAL CLASS 5		1,607	189	12	77	109	414	2,408	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		18,504	2,589	85	2,369	1,874	5,944	31,365	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.

MILES OF ROAD OPERATED BY RESPONDENT

Line No.	Cross Check	State or Territory	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)	Line No.
1		Alabama	1,137				110	1,247	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	182		5
6		Illinois	529	1	86		69	685	1		6
7		Indiana	1,102				124	1,226	5		7
8		Kentucky	1,751	64	3	10	49	1,877	1		8
9		Louisiana	35				8	43			9
10		Maryland	397	13	5		17	432			10
11		Michigan	732				74	806	6		11
12		Mississippi	74				20	94			12
13		Missouri					4	4			13
14		New York					113	113			14
15		North Carolina	1,085			7	52	1,144			15
16		Ohio	1,049		140		263	1,452	68		16
17		Pennsylvania	432	49	28		177	686	63		17
18		South Carolina	1,262		46		29	1,337			18
19		Tennessee	892		15		160	1,067	58		19
20		Virginia	956	30	9		55	1,050			20
21		West Virginia	1,476	20	36	14	145	1,691	91		21
22								0			22
23		Canada (Ontario)		66			7	73			23
24											24
25											25
26											26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (single track)	16,053	243	486	115	1,607	18,504	552		32

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

9. Cross-checks

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

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

When data appear in columns (k) or (i) 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 reclass- ification (g)	Units at Close of Year				Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt units rewritten into properly accounts (e)	All other units including reclass- ification & 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))	Aggregate capacity of units reported in col. (i) (See Ins. 7)	
1		Locomotive Units											
1		Diesel-freight units	2,425	135	6			202	1,963	401	2,364	7,821,640	1
2		Diesel-passenger units											2
3		Diesel-multi purpose units	60	3				28	30	5	35	40,500	3
4		Diesel-switching units	158				66	4	205	15	220	432,200	4
5	*	Total (lines 1 to 4) units	2,643	138	6		66	234	2,198	421	2,619	8,294,340	5
6	*	Electric-locomotives											6
7	*	Other self-powered units											7
8	*	Total (lines 5, 6 & 7)	2,643	138	6		66	234	2,198	421	2,619	8,294,340	8
9	*	Auxiliary units	162						162		162	N/A	9
10	*	TOTAL LOCOMOTIVE UNITS Units (lines 8 & 9)	2,805	138	6		66	234	2,360	421	2,781	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 RESPONDENT AT CLOSE OF YEAR, DISREGARDING YEAR OF REBUILDING															
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1970 (b)	Between Jan. 1, 1970 and Dec. 31, 1974 (c)	Between Jan. 1, 1975 and Dec. 31, 1979 (d)	Between Jan. 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1991 (f)	During Calendar Year						Total (j)	Line No.
								1992 (g)	1993 (h)	1994 (i)	1995 (j)	1996 (k)			
11	*	Diesel	146	487	623	424	473	86	76	81	82	141	2,619	11	
12	*	Electric												12	
13	*	Other self-powered units												13	
14	*	Total (lines 11 to 13)	146	487	623	424	473	86	76	81	82	141	2,619	14	
15	*	Auxiliary units	1			13	148						162	15	
16	*	Total Locomotive Units (lines 14 & 15)	147	487	623	437	621	86	76	81	82	141	2,781	16	

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent ccl (h)&(i) (j)	Aggregate capacity of units reported in ccl (j) (see Ins. 7) (k)	Leased to others (l)	Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt units rewritten into property accounts (e)	All other units including reclassification - second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled												17
18		Coaches [PA, PB, PBO]												18
19		Combined cars												19
20		[All class C, except CSB]												20
21		Parlor cars [PBC, PC, PL, PO]												21
22		Sleeping cars [PS, PT, PAS, PDS]									0			22
23		Dining, Grill & Tavern cars												23
24		[All class D, PD]										N/A		24
25		Non-passenger-carrying cars												25
26		[All class B, CSB, M, PSA, IA]										N/A		26
27		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0			27
28		Self-Propelled												28
29		Electric passenger cars												29
30		[EP, ET]												30
31		Electric combined cars [EC]												31
32		Internal combustion rail												32
33		motocars [ED, EG]												33
34		Other self-propelled cars												34
35		(Specify types)												35
36		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0			36
37		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0			37
38		COMPANY SERVICE CARS												38
39		Business cars [PV]	34					5	29		29	N/A		39
40		Board outfit cars [MWX]	129					81	48		48	N/A		40
41		Derrick & snow removal cars												41
42		[MWJ, MWV, MWW, MWK]	76					44	32		32	N/A		42
43		Dump and ballast cars												43
44		[MWB, MWD]	1,417					118	1299		1,299	N/A		44
45		Other maintenance and service												45
46		equipment cars	4,569					739	3668	179	3,847	N/A		46
47		TOTAL (lines 30 to 34)	6,225	0	0	0	17	987	5,076	179	5,255	N/A		47

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

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)							36
37		Plain box cars - 50' and longer (B300 - B887)	26						37
38		Equipped box cars (All code A) Except A 5	14,879		200		23		38
39		Plain gondola cars (All codes G & J-1, J-2, J-3 & J-4)	4,847						39
40	X	Equipped gondola cars (All code E) ✓	19,613		0		1	130	40
41		Covered hopper cars (All code C 1 C 2)	18,759				0		41
42	X	Open top hopper cars-general service (All code H) ✓	21,315						42
43		Open top hopper cars-special service (All codes K, J-O)	5,013				461	478	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	1,475						45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	323						46
47		Flat cars - multi-level (All code V)	9,433						47
48		Flat cars-general service F10, F20, F30	3						48
49		Flat cars-other F 1, F 2, F 3, F 4, F 5, F 6, F 7, F 8, F40	2,690				10	225	49
50		Tank cars-under 22,000 ga. (T-0, T-1, T-2, T-3, T-4, T-5)	4						50
51		Tank cars-22,000 ga. & over (T-6, T-7, T-8, T-9)	0						51
52		All other freight cars A 5 (All code L & Q8)	1,350						52
53		TOTAL (lines 36 to 52)	99,730		200	0	495	833	53
54		Caboose (All code M-930)		488					54
55		TOTAL (lines 53 & 54)	99,730	488	200	0	495	833	55

47928 57.06
47.92

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 (l) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
		(h)	(i)	(j)	Time-mileage cars	All other	(m)	(n)	
36					0				36
37		16	7	3	10		834		37
38		240	10,206	4,656	14,862		1,150,936		38
39		8	3,839	1,000	4,839		535,317		39
40		50	5,961	13,733	19,694		1,944,765		40
41		511	11,233	7,015	18,248		1,802,333		41
42		2,507	10,026	8,782	18,808		1,877,965		42
43			4,687	1,265	5,952		571,571		43
44									44
45		196	12	1,267	1,279		91,328		45
46		1	144	178	322		78,097		46
47		44	1	9,388	9,389		357,926		47
48				3	3		228		48
49		9	539	2,377	2,916		261,914		49
50		1		3	3		265		50
51				0	0		0		51
52		171	1,179	0	1,179		93,507		52
53		3,754	47,834	49,670	97,504	0	8,766,986	0	53
54		200		0		288	N/A		54
55		3,954	47,834	49,670	97,504	288	8,766,986	0	55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	0					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	0					57
58		TOTAL (lines 56 & 57)	N/A	0					58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1 ,Z67 , Z68 ,Z69	3,030					165	59
60		Dry van U2 ,Z2 ,Z6 ,1-6	12,280		0	30			60
61		Flat bed U3 ,Z3							61
62		Open top U4 ,Z4	0					1	62
63		Mechanical refrigerator U5 ,Z5	586						63
64		Bulk U0 & Z0	97						64
65		Insulated U7 ,Z7	1,188		0			4	65
66		Tank ¹ Z0 ,U6							66
67		Other trailer and container (Special Equipped Dry Van U9 ,Z8 & Z9)	5					2	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	17,186		0	30		172	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56		0			N/A				56
57		0			N/A				57
58		0			N/A	0			58
59		873	183	3,012	3,195				59
60		19	4,264	7,154	11,418				60
61					0				61
62				1	1				62
63		8	574	4	578				63
64		4	93	0	93				64
65		1	860	331	1,191				65
66			0	0	0				66
67		1	3	3	6				67
68									68
69									69
70		906	5,977	10,505	16,482				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	80	16,480	138,523	TRUST	1
2	CW44AC LOCOMOTIVES	55	11,330	92,578	L	2
3	CW60AC LOCOMOTIVE	3	630	5,220	L	3
4						4
5	Bi-Level Racks	230	21,275	9,729	P	5
6	65'6" Gondola Cars	130	3,731	6,939	TRUST	6
7	50'6" Box Cars	200	6,100	12,832	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	698	N/A	265,821	N/A	25
REBUILT UNITS						
26	Equipped Box Cars	23		1,006		26
27	Equipped Gondolas	14		255		27
28	Open Hopper	461		17,298		28
29	Flat Cars-- Other	10		256		29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	508	N/A	18,816	N/A	38
39	GRAND TOTAL	1,206	N/A	284,637	N/A	39

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

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

Track category¹

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	7,543	33.40	49.25	21.2	1
2	B	6,861	12.65	42.18	9.7	2
3	C	3,620	2.72	31.81	14.8	3
4	D	3,484	0.35	21.50	1.5	4
5	E	2,243	XXXXXXX	XXXXXXX		5
6	TOTAL	23,751	17.37	40.26	47.2	6
7	F	5,206	XXXXXXX	XXXXXXX		7
8	Potential abandonments	181	0.89	25.54		8

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

721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of crossties laid in replacement								Switch and bridge ties (board feet) (j)	Total (i)	Crossties switch and bridge ties Percent of spot maintenance (k)	Line No.
		New ties			Second-hand ties								
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)					
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)						
1	A	631,232		90,913		15,039			1,829,151	737,184	0.18	1	
2	B	596,632				39,034			1,699,079	635,666	0.21	2	
3	C	252,384				8,920			858,899	261,304	1.82	3	
4	D	123,946				20,605			203,682	144,551	1.36	4	
5	E	202,156				28,924			596,550	231,080	1.82	5	
6	TOTAL	1,806,350		90,913	0	112,522			5,187,361	2,009,785	0.65	6	
7	F	543,846				6,589			931,019	550,435	0.13	7	
8	Potential abandonments	672				731				1,403	0.09	8	

9 Average cost per crosstie \$ 21.26 and switchtie (MBM) \$ 774.07

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) which ties are new.

Report new and second-hand (relay) ties separately, indicating in column (h) the type of ties in general supply, storage and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading and treatment, should not be included in this schedule.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	44,134	21.52	950	344,358.00	770	265	NEW	1
2	T	12,569						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	56,703		950	344,358.00	770	265		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid							19.11	21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid							3.22	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 (e)	Miles of rail laid in replacement (rail – miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail							
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)				
1	A	320.04	1.82	98.06	2.31	418.10	4.13	1.00	1		
2	B	29.70	1.83	91.63	2.32	121.33	4.15	3.30	2		
3	C	22.10	3.65	19.08	4.60	41.18	8.25	16.70	3		
4	D	2.73	14.60	1.41	18.51	4.14	33.11	88.90	4		
5	E	1.71	14.61	8.56	18.50	10.27	33.11	76.30	5		
6	TOTAL	376.28	36.51	218.74	46.24	595.02	82.75	12.20	6		
7	F	36.00	1.95	4.69	0.95	34.71	1.93	5.30	7		
8	Potential abandonments					0.00	0.00		8		

9 Average cost of new and relay rail laid in replacement per gross ton : 487.88 New 85.73 Relay

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

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

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

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

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid for 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	39	18	454	115	13	6	448	1	
2										2	
3	2	132	1	1	454	132	2	1	448	3	
4										4	
5	2	136	1,502	682	454	136	103	46	448	5	
6										6	
7	4					90	111	10	68	7	
8										8	
9	4	100	29	2	64	100	37	3	68	9	
10										10	
11	4	112	134	10	64	112	7	1	68	11	
12										12	
13	4	115	454	33	64	115	20	1	68	13	
14										14	
15	4	131	364	23	64					15	
16										16	
17	4	132	1,378	86	64	132	99	6	68	17	
18										18	
19	4	136	151	9	64	136	4		68	19	
20										20	
21	4	140	341	20	64	140	302	18	68	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	4,393	884	201.23	N/A	698	92	131.81	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									19.11	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									3.22	35
36	Track—miles of welded rail installed on system this year 595.02 total to date 21889.80										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	18.75			1
2	80	23.66			2
3	85	65.28			3
4	90	199.51			4
5	100	1,201.01			5
6	105	42.65			6
7	110	63.73			7
8	112	832.79			8
9	115	2,802.46			9
10	122	2,174.06			10
11	130	143.41			11
12	131	1,369.69			12
13	132	5,599.11			13
14	133	5.48			14
15	136	1,720.65			15
16	140	480.38			16
17	155	0.68			17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	16,743.30			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	737,184	1,829,151	3.2	2.8	422.23	5.54	541,302	2,144	28.4	1
2	B	635,665	1,699,079	3.0	2.2	125.48	1.76	451,010	1,786	26.0	2
3	C	261,304	858,899	2.4	2.3	49.43	1.13	118,928	471	13.0	3
4	D	144,551	203,682	1.4	0.6	37.25	0.53	63,486	251	7.2	4
5	E	231,080	596,550	1.0	1.2	43.38	0.97	130,603	517	7.1	5
6	TOTAL	2,008,784	5,187,361	2.3	1.9	677.77	2.06	1,305,329	5,170	18.0	6
7	F	550,435	931,019	3.4	2.5	36.64	0.66	361,117	1,430	27.5	7
8	Potential abandonments							2,096	8	4.6	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)	388,321,897	1
2	Passenger		—	2
3	Yard switching		42,428,959	3
4	TOTAL		430,750,856	4
5	COST OF FUEL \$(000)		277,492	5
6	Work Train		577,423	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 freightcar-miles & miles made by flatcars carrying other empty highway trailers as empty freightcar-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.
- (I) Exclude from Item 4-10, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty miles basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.
- (K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 lbs). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

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

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	18,405	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	17,042,950	XXXXXX	2
3		2-02 Way Trains	10,368,023	XXXXXX	3
4		2-03 Through Trains	40,979,677	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	68,390,650	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	68,390,650	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	38,877,071	XXXXXX	8
9		3-02 Way Trains	17,268,364	XXXXXX	9
10		3-03 Through Trains	98,866,811	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	155,012,246	XXXXXX	11
12		3-11 Train Switching (F)	1,543,410	XXXXXX	12
13		3-21 Yard Switching (G)	12,872,690	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	169,428,346	XXXXXX	14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	1	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	31,870	XXXXXX	16
17		4-012 Box-Equipped	194,353	XXXXXX	17
18		4-013 Gondola-Plain	86,596	XXXXXX	18
19		4-014 Gondola-Equipped	204,600	XXXXXX	19
20		4-015 Hopper-Covered	184,054	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	189,830	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	38,423	XXXXXX	22
23		4-018 Refrigerator-Mechanical	8,971	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	22,657	XXXXXX	24
25		4-020 Flat-TOFC/COFC	58,365	XXXXXX	25
26		4-021 Flat-Multi-Level	25,026	XXXXXX	26
27		4-022 Flat-General Service	584	XXXXXX	27
28		4-023 Flat-All Other	25,523	XXXXXX	28
29		4-024 All Other Car Types-Total	8,360	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,079,213	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	23,443	XXXXXX	32
33		4-112 Box-Equipped	152,057	XXXXXX	33
34		4-113 Gondola-Plain	84,067	XXXXXX	34
35		4-114 Gondola Equipped	190,358	XXXXXX	35
36		4-115 Hopper-Covered	172,235	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	183,962	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	41,235	XXXXXX	38
39		4-118 Refrigerator-Mechanical	6,227	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	20,862	XXXXXX	40
41		4-120 Flat-TOFC/COFC	8,988	XXXXXX	41
42		4-121 Flat-Multi-level	15,881	XXXXXX	42
43		4-122 Flat-General Service	485	XXXXXX	43
44		4-123 Flat-All Other	24,587	XXXXXX	44
45		4-124 All Other Car Types	7,991	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	932,379	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	25,970	XXXXXX	48
49		4-132 Box-Equipped	1,443	XXXXXX	49
50		4-133 Gondola-Plain	53,501	XXXXXX	50
51		4-134 Gondola-Equipped	5,620	XXXXXX	51
52		4-135 Hopper-Covered	177,834	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	96,417	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	131,223	XXXXXX	54
55		4-138 Refrigerator-Mechanical	5,936	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,095	XXXXXX	56
57		4-140 Flat-TOFC/COFC	234,306	XXXXXX	57
58		4-141 Flat-Multi-level	197,382	XXXXXX	58
59		4-142 Flat-General Service	32	XXXXXX	59
60		4-143 Flat-All Other	21,984	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	122,963	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	70,945	XXXXXX	62
63		4-146 All Other Car Types	3,760	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,153,411	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	12,050	XXXXXX	66
67		4-152 Box-Equipped	652	XXXXXX	67
68		4-153 Gondola-Plain	52,725	XXXXXX	68
69		4-154 Gondola-Equipped	5,644	XXXXXX	69
70		4-155 Hopper-Covered	172,162	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	93,230	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	134,217	XXXXXX	72
73		4-158 Refrigerator-Mechanical	5,896	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	4,215	XXXXXX	74
75		4-160 Flat-TOFC/COFC	22,058	XXXXXX	75
76		4-161 Flat-Multi-level	116,874	XXXXXX	76
77		4-162 Flat-General Service	29	XXXXXX	77
78		4-163 Flat-All Other	20,896	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	128,574	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	73,431	XXXXXX	80
81		4-166 All Other Car Types	2,608	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	845,261	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	21,786	XXXXXX	83
84		4-18 No Payment Car-Miles (f) ¹	183,647	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit-Trains	1,546,898	XXXXXX	85
86		4-192 Way-Trains	265,306	XXXXXX	86
87		4-193 Through Trains	2,403,493	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,215,697	XXXXXX	88
89		4-20 Caboose Miles	1,449	XXXXXX	89

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

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	25,887,839		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	123,982,023	XXXXXX	99
100		6-021 Way Trains	17,221,743	XXXXXX	100
101		6-022 Through Trains	178,397,021	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	2,338,447	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	347,827,073		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	392,955	XXXXXX	105
106		7-02 Non-Revenue	1,768	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	394,723	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	157,470,410	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	157,470,410	XXXXXX	110
111		8-04 Non-Revenue-Road Service	751,712	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	751,712	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	158,222,122	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	3,759,848	XXXXXX	115
116		9-02 Train Switching	156,751	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,145,449	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	164,978	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	5,179	XXXXXX	120
121		12-02 Way Trains	6,595,813	XXXXXX	121
122		12-03 Through Trains	7,566,541	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trls & Cntrs Lded & Unlde (Q)		XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unlde	4,084,353	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered		XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	7,140,485	XXXXXX	126
127		16-02 Marine Terminals-Ore	3,150,651	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,291,136	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	22,153	XXXXXX	130
131		17-02 Unserviceable	60	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	22,213	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)

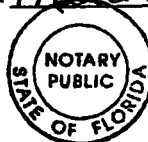
State of FLORIDA
 County of DUVAL
C. J. O. WODEHOUSE makes oath and says that he is VICE PRESIDENT & CONTROLLER
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CSX TRANSPORTATION, INC.
 (insert here the exact legal title or name of the respondent)

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 30, 1995 to and including DECEMBER 27, 1996

[Signature]
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 24th day of March 1997. My commission expires 3-16-98

Use an
 LS.
 impression seal



PAULA F. ALLEN
 My Comm Exp. 3/16/98
 Bonded By Service Ins Paula F. Allen
 No. CC356620 (signature of officer authorized to administer oaths)
☒ Personally Known ☐ Other L.D.

SUPPLEMENTAL OATH

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

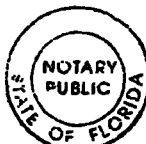
State of FLORIDA
 County of DUVAL
A. R. CARPENTER makes oath and says that he is PRESIDENT & CEO
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CSX TRANSPORTATION, INC.
 (insert here the exact legal title or name of the respondent)

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 30, 1995, to and including DECEMBER 27, 1996.

[Signature]
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 24th day of March 1997. My commission expires 3-16-98

Use an
 LS.
 impression seal



PAULA F. ALLEN
 My Comm Exp. 3/16/98
 Bonded By Service Ins Paula F. Allen
 No. CC356620 (signature of officer authorized to administer oaths)
☒ Personally Known ☐ Other L.D.

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

[illegible]

CORRECTIONS

[illegible]

EXPLANATORY REMARKS

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