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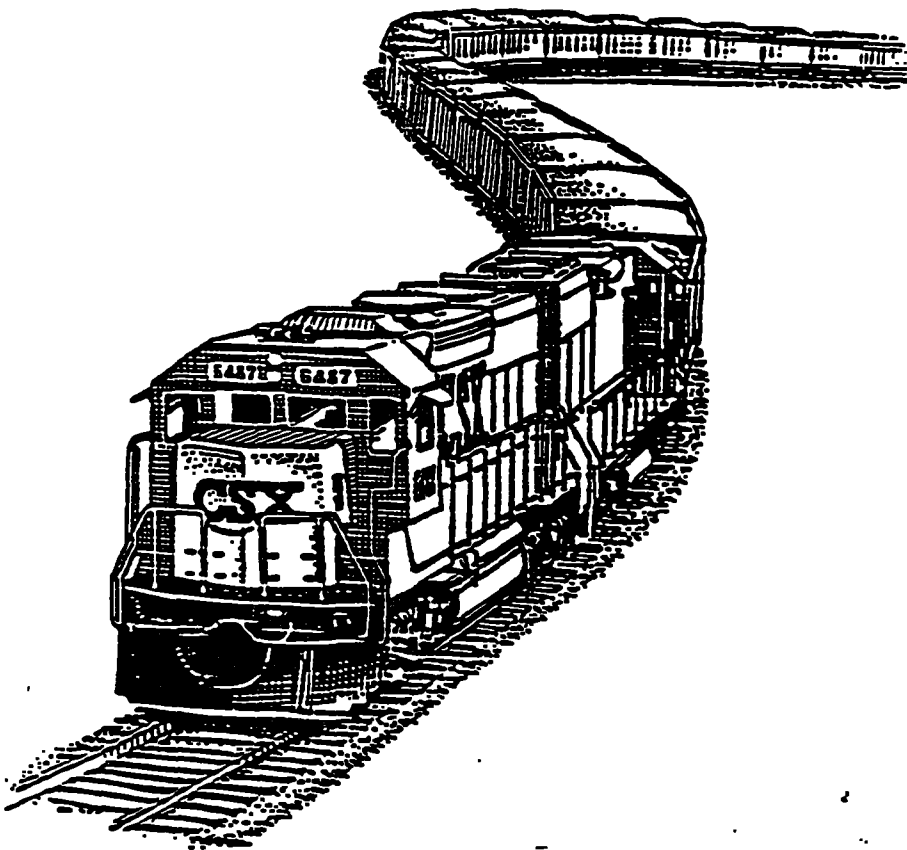
Class I Railroad Annual Report

CSX Transportation, Inc.

500 Water Street

Jacksonville, FL

32202



**To The
Surface Transportation Board
For the Year Ending December 26, 1997**

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 26, 1997

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 Rail Benefits Company
 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
 DOCP Holdings, Inc.
 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, LLC
 Hooker Homes, LLC
 Hooker Silver, LLC
 Hooker Ten, LLC
 H & M Ventures - Partnership
 RDC Projects, LLC
 Harborside at Boca Bay Development Corporation
 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, LLC
 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, LLC
 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, LLC
 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 26, 1997
8. State the total number of stockholders of record as of the date shown in answer to inquiry No. 7: One stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.*

Line No.	Name of security holder (a)	Address of security holder (b)	Number of votes to which security holder was entitled (c)	Number of votes, classified with respect to securities on which based			Line No.
				Stock			
				Common (d)	Second (e)	Preferred (f)	
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
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 15, 1997
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	496,262	249,771	2
3		703	Special Deposits	52	209	3
Accounts Receivable						
4		704	– Loan and Notes	4,917	8,857	4
5		705	– Interline and Other Balances	8,826	6,121	5
6		706	– Customers	0	6,251	6
7		707	– Other	4,967	5,460	7
8		709, 708	– Accrued Accounts Receivables	128,697	44,898	8
9		708.5	– Receivables from Affiliated Companies	1,649	3,073	9
10		709.5	– Less: Allowance for Uncollectible Accounts	(20,678)	(20,929)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	118,715	196,319	11
12		712	Materials and Supplies	131,263	121,459	12
13		713	Other Current Assets	44,243	34,515	13
14			TOTAL CURRENT ASSETS	918,913	656,004	14
Other Assets						
15		715, 716, 717	Special Funds	494	456	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	208,357	149,738	16
17		722, 723	Other Investments and Advances	22,221	30,201	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) \$	198,701	215,614	19
20		739, 741	Other Assets	240,127	238,492	20
21		743	Other Deferred Debits	71,957	71,144	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	741,857	705,645	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L–30 Col. h & b	9,398,622	9,166,291	24
25		731, 732	Equipment (Schedule 330) L–39 Col. h & b	4,400,097	4,220,144	25
26		731, 732	Unallocated Items	204,163	141,825	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,238,020)	(4,046,191)	27
28			NET ROAD AND EQUIPMENT	9,764,862	9,482,069	28
29			TOTAL ASSETS	11,425,632	10,843,718	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	25,286	14,675	31
32		753	Audited Accounts and Wages	90,924	111,518	32
33		754	Other Accounts Payable	44,008	26,307	33
34		755, 756	Interest and Dividends Payable	14,603	15,351	34
35		757	Payables to Affiliated Companies	160,339	155,464	35
36		759	Accrued Accounts Payable	760,210	769,120	36
37		760, 761, 761.5, 762	Taxes Accrued	(34,889)	(6,409)	37
38		763	Other Current Liabilities	218,701	214,578	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	71,674	71,344	39
40			TOTAL CURRENT LIABILITIES	1,350,856	1,371,948	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	126,168	129,982	41
42		766	Equipment Obligations	699,834	653,343	42
43		766.5	Capitalized Lease Obligations	105,232	108,857	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	2,926	2,741	45
46		770.1, 770.2	Unamortized Debt Premium	(1,047)	(1,208)	46
47		781	Interest in Default			47
48		783	Deferred Revenues—Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,582,387	2,493,341	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,260,461	1,272,810	50
51			TOTAL NONCURRENT LIABILITIES	4,775,961	4,659,866	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	1,262,511	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	3,855,083	3,368,172	58
59		798.1	Net Unrealized Loss on Noncurrent Marketing Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Shareholder's Equity	5,298,815	4,811,904	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	11,425,632	10,843,718	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: \$ 3,937
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made: \$ None
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year: (See Note on Page 9)
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: \$
- (c) Is any part of pension plan funded? Specify: Yes X No
 - (i) If funding is by insurance, give name of insurance company Not Applicable
 - If funding is by trust agreement, list trustee(s) The Northern Trust
 - Date of trust agreement or latest amendment January 1, 1988
 - If respondent is affiliated in any way with the trustee(s), explain affiliation Not Affiliated
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement N/A
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify: Yes No X

If yes, give number of the shares for each class of stock or other security
- (ii) Are voting rights attached to any securities held by the pension plan? Specify: Yes No

If yes, who determines how stock is voted? The Trustee, subject to approval and direction of investment committee.
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610): Yes X No
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was: \$ None
- (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was: \$ None
6. In reference to Docket No. 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: \$ N/A

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

NOTES TO FINANCIAL STATEMENTS

Effective January 1, 1994, the company changed its fiscal reporting period from a calendar year to a fiscal year ending the last Friday in December. The financial statements presented are for the fiscal years ended December 26, 1997 and December 27, 1996.

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 26, 1997.

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 Pension Plan (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 Pension Plan amounted to \$ 38 million in 1997, and \$ 32 million in 1996. During 1996, the Respondent received \$ 113 million in pension assets, \$ 70 million after-tax, from CSX through a capital contribution.

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 \$ 18 million for 1997 and \$ 15 million for 1996.

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 \$ 152 million, and \$ 142 million were made to these plans in 1997, and 1996, 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 26, 1997 and December 27, 1996, accounts receivable sold under this agreement totaled \$ 664 million and \$ 644 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 26, 1997, and December 27, 1996 accounts receivable sold under this agreement totaled \$ 46 million. The net costs associated with the sales of receivables were \$ 57 million in 1997 and \$ 55 million in 1996.

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 in the final stages of negotiating a multiyear agreement with a successor telecommunications vendor and expects to have service arrangements with that vendor in place prior to June 30, 1998.

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, 1997, 59 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. At December 26, 1997 and December 27, 1996 approximately \$150 and \$110 million, respectively, of income taxes due from CSX were included in Respondents' Other Current Liabilities.

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 26, 1997 and December 27, 1996, is \$ 496 million and \$ 250 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 1997 or 1996.

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 \$ 116 million at December 26, 1997.

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 26, 1997, \$ 90 million was outstanding under the agreement. Interest on the loan is payable monthly at .25% over the LIBOR rate, and was 6.22% at December 26, 1997. Interest expense incurred for the fiscal year ended December 26, 1997 and December 27, 1996 was \$ 5 million and \$ 4 million, respectively relating to this loan agreement.

The Respondent entered into operating lease agreements with CSX Intermodal (CSXI) in October 1991 and December 1992 under which it agreed to lease 3,400 rebuilt coal gondola cars through March 2006 and 65 locomotives from CSXI through May 2008, respectively. Effective March 1996, the operating leases were terminated and the Respondent purchased the cars and locomotives for \$164 million, an amount approximating CSXI's net book value. In conjunction with this transaction, the Respondent assumed \$145 million in long term debt secured by the equipment and \$19 million of advances payable from CSXI to the Respondent.

16. Respondent leases equipment under agreements with terms up to 21 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 26, 1997, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 173 million for 1998, \$ 149 million for 1999, \$ 131 million for 2000, \$ 125 million for 2001, \$ 119 million for 2002, and \$ \$895 million 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 (f)
= Line 620, col (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	4,852,816	4,756,695	4,852,816		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	41,945	43,698	41,945		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	34,146	39,106	34,146		6
7		(110) Incidental	60,543	69,574	60,543		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)	4,989,450	4,909,073	4,989,450		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)	4,989,450	4,909,073	4,989,450		13
14		(531) Railway operating expenses	3,948,954	3,983,144	3,948,954		14
15		Net revenue from railway operations	1,040,496	925,929	1,040,496		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	12,517	12,635			16
17		(510) Miscellaneous rent income	31,198	35,225			17
18		(512) Separately operated properties—Profit					18
19		(513) Dividend Income (cost method)	5,199	4,901			19
20		(514) Interest Income	30,081	41,814			20
21		(516) Income from sinking and other funds	9	133			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	34,203	18,921			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)	6,216	4,644			26
27		TOTAL OTHER INCOME (lines 16–26)	119,444	118,294			27
28		TOTAL INCOME (lines 15, 27)	1,159,940	1,044,223			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(10,120)	(7,688)			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties—loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	(98,617)	(64,823)			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29–35)	(108,737)	(72,511)			36
37		Income available for fixed charges (lines 28, 36)	1,051,203	971,712			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	67,835	64,579	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	6,149	4,647	40
41		(548) Amortization of discount on funded debt	265	350	41
42		TOTAL FIXED CHARGES (lines 38-41)	74,249	69,576	42
43		Income after fixed charges (lines 37, 42)	976,954	902,136	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt: (c) Contingent interest	212	216	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	976,742	901,920	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	173,073	105,725	47
48		(b) State income taxes	23,580	21,355	48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	155,178	197,364	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	351,831	324,444	51
52		Income from continuing operations (lines 46-51)	624,911	577,476	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)	624,911	577,476	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)	624,911	577,476	61
62		Reconciliation of net railway operating income (NROI) Net revenues from railway operations	1,040,496	925,929	62
63		(556) Income taxes on ordinary income (-)	(196,653)	(127,080)	63
64		(557) Provision for deferred income taxes (-)	(155,178)	(197,364)	64
65		Income from lease of road and equipment (-)	(22,522)	(17,210)	65
66		Rent for leased roads and equipment (+)	27,464	26,346	66
67		Net railway operating income (loss)	693,607	610,621	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	3,351,322	16,850	1
2		(601.5) Prior period adjustments to beginning retained earnings	0		2
		CREDITS			
3		(602) Credit balance transferred from income	618,695	6,216	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	618,695	6,216	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	138,000		11
12		Preferred stock (1)			12
13		TOTAL	138,000	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	480,695	6,216	14
15		Balances at close of year (lines 1, 2 and 14)	3,832,017	23,066	15
16		Balances from line 15(c)	23,066	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,855,083	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year----\$ NONE			19
20		Debits during year----\$ NONE			20
21		Balance at close of year--\$ NONE			21
		Amount of assigned Federal income tax consequences:			
22		Account 606-----\$ NONE			22
23		Account 616-----\$ NONE			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from controls by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common (CSXT)	20	10,000,000	9,061,038		9,061,038	181,221		1
2									2
3									3
4	Preferred								4
5									5
6									6
7									7
8									8
9									9
10	TOTAL		10,000,000	9,061,038	-	9,061,038	181,221	-	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	0	0	9,061,038	181,221			1,262,511	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled							0	14
15	Capital Contribution from Parent								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	624,911	577,476	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	16,471	8,359	11
12		Depreciation and amortization expenses	433,791	413,430	12
13		Increase (decrease) provision for deferred income taxes	156,081	202,174	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates		0	14
15		(Increase) decrease in accounts receivable	(56,487)	3,437	15
16		(Increase) decrease in materials and supplies, and other current assets	(8,265)	(22,040)	16
17		Increase (decrease) in current liabilities other than debt	8,484	51,453	17
18		Increase (decrease) in other—net	(77,995)	(103,670)	18
19		Net cash provided from continuing operations	1,096,991	1,130,619	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	1,096,991	1,130,619	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	28,492	56,272	22
23		Capital expenditures	(712,047)	(763,887)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	217,015	817,205	25
26		Purchase price of long-term investment and advances	(262,315)	(744,966)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other—net	11,144	(22,948)	28
29		NET CASH USED IN INVESTING ACTIVITIES	(717,711)	(658,324)	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	81,871	118,172	30
31		Principal payments of long-term debt	(74,544)	(80,061)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock	0	0	33
34		Cash dividends paid	(138,000)	(886,442)	34
35		Other—net — Proceeds from sale/leaseback transaction	(2,116)	(51,397)	35
36		NET CASH FROM FINANCING ACTIVITIES	(132,789)	(899,728)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	246,491	(427,433)	37
38		Cash and cash equivalents at beginning of year	249,771	677,204	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR	496,262	249,771	39
Footnotes to Schedule 240					
Cash paid during the year for:					
40		Interest (net of amount capitalized)**	69,732	63,077	40
41		Income taxes (net) **	232,442	134,761	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	8,826	1
2	Customers (706)	Schedule 200, line 6, column b	0	2
3	Other (707)	Note A	4,860	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	13,686	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,989,450	5
6	Rent Income	Note B	182,523	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	5,171,973	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	14,367	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	25,286	11
12	Audited Accounts and Wages Payable (753)	Note A	91,018	12
13	Accounts Payable-Other (754)	Note A	44,022	13
14	Other Taxes Accrued (761.5)	Note A	76,370	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	236,696	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,948,954	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	433,153	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3,698,324	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	10,273	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	23	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	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	496,262	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	132,620	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	1,357	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	131,263	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	131,263	28

Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.

(B) Rent income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

NOTES AND REMARKS

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	Norfolk & Portsmouth Belt Line RR	42.86	8
9	721	A-1	VII	Terminal Railroad Assoc. of St. Louis	12.48	9
10	721	A-1	VII	Trailer Train	9.34	10
11	721	A-1	VII	Winston-Salem Southbound Rwy.	50.00	11
12	721	A-1	VII	Woodstock & Blacton Rwy. Co.	50.00	12
13				TOTAL CLASS A-1		13
14						14
15	721	A-2	VI	Tylerdale Connecting RR Co.	50.00	15
16				TOTAL CLASS A-2		16
17						17
18	721	A-3	X	Beaver Street Tower Co.	50.00	18
19	721	A-3	X	CSX Corporation		19
20	721	A-3	VI	DOCP Aquisition LLC	10.00	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	Savannah Harbor Venture Partners - LLC	50.00	24
25	721	A-3	VI	Wes Jax Development Co.	9.92	25
26				TOTAL CLASS A-3		26
27				TOTAL STOCK		27
28						28
29	721	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		29
30				TOTAL CLASS B-1		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES — Continued

(Dollars in thousands)

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

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	37			37				1
2	891			891				2
3	67			67			11	3
4	11			11			1	4
5	19			19				5
6	24,772			24,772				6
7	4,625			4,625				7
8	16			16				8
9							648	9
10	250			250				10
11	623			623				11
12	121			121			6	12
13	31,432			31,432			666	13
14								14
15								15
16								16
17								17
18	167			167				18
19	40,504			40,504			4,235	19
20		24,604		24,604				20
21	20			20				21
22	2,000			2,000				22
23	1,203	1,050		2,253				23
24		14,973		14,973				24
25	50			50				25
26	43,944	40,627		84,571			4,235	26
27	75,376	40,627		116,003			4,901	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	VI	Helm Atlantic Assoc. (Partnership)		1
2	721	C-1	VI	Trailer Train Co.		2
3						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	Winchester & Western Co.		12
13						13
14				TOTAL CLASS E-2		14
15						15
16	721	E-3	X	Beaver Street Tower		16
17	721	E-3	VII	CSX Intermodal		17
18	721	E-3	X	Total Distributions Services, Inc.		18
19						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						39
40				GRAND TOTAL		40

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

Line No.	Investments and advances				Disposed of: profit (loss) (i)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (j)				
1	5,917	14,940	1,794	19,063			773	1
2	3,932		1,966	1,966			186	2
3				0				3
4	9,849	14,940	3,760	21,029			959	4
5								5
6	109		2	107			5	6
7	3			3				7
8	605		30	575				8
9	480			480			23	9
10	1,197	0	32	1,165			28	10
11								11
12	36			36				12
13				0				13
14	36	0	0	36		0	0	14
15								15
16	10			10				16
17	1,121	1,208	580	1,749				17
18	43,421			43,421				18
19				0				19
20	44,552	1,208	580	45,180				20
21	45,785	1,208	612	46,381				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	75,376	40,627		116,003		0	4,901	35
36	378			378				36
37	9,849	14,940	3,760	21,029			959	37
38	45,785	1,208	612	46,381		0	28	38
39				0				39
40	131,388	56,775	4,372	183,791		0	5,888	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.

	<u>Shares Pledged</u>	<u>Extent of Control Pledged</u>	<u>Book Value Pledged</u>
Page 26: Line 11	6,221	99.94%	623

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 08 - Norfolk Southern Rwy. Co.
Line 09 - Various Carriers
Line 10 - Various Carriers
Line 11 - Norfolk Southern Rwy. Co.
Line 12 - Alabama Great Southern RR Co.
Line 15 - Conrail
Line 18 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway
Line 20 - Various Companies
Line 21 - Penn Central Realty and Norfolk Sothern Rwy. Co.
Line 22 - Helm Financial Corp.
Line 23 - River View II Associates
Line 24 - Various Companies

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 (e) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definition of "carrier" and "noncarrier", see general instructions.

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
	→b Carriers: (List specifics for each company)							
1	Winston - Salem Southbound Rwy. Co. - Stock	7,073		(189)			6,884	1
2	Four Rivers Transportation - Stock	2,040		1,619			3,659	2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	9,113	0	1,430		0	10,543	13
	→b Noncarrier (List specifics for each company)							
14	Helm Atlantic Assoc.	11,317		5,836			17,153	14
15	Richmond Center Assoc.	(2,080)		(1,050)			(3,130)	15
16		0					0	16
17		0					0	17
18								18
19	Total Non-Carriers	9,237	0	4,786	0	0	14,023	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	18,350	0	6,216		0	24,566	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

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	188,672			1
2		(3) Grading	583,550			2
3		(4) Other right-of-way expenditures	3,346			3
4		(5) Tunnels and subways	68,437			4
5		(6) Bridges, trestles, and culverts	619,735			5
6		(7) Elevated structures				6
7		(8) Ties	2,009,046			7
8		(9) Rail and other track material	2,565,162			8
9		(11) Ballast	1,199,357			9
10		(13) Fences, snow sheds, and signs	6,298			10
11		(16) Station and office buildings	366,108			11
12		(17) Roadway buildings	19,788			12
13		(18) Water stations				13
14		(19) Fuel stations	26,824			14
15		(20) Shops and enginehouses	271,990			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	3,990			17
18		(24) Coal and ore wharves	151,516			18
19		(25) TOFC/COFC terminals	108,798			19
20		(26) Communication systems	39,187			20
21		(27) Signals and interlockers	580,691			21
22		(29) Power plants	1,316			22
23		(31) Power-transmission systems	24,246			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	160,247			25
26		(39) Public improvements - Construction	74,872			26
27		(44) Shop machinery	90,746			27
28		(45) Power-plant machinery	2,369			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	9,166,291	0		30
31		(52) Locomotives	1,847,129			31
32		(53) Freight-train cars	2,052,280			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	41,234			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	75,826			36
37		(58) Miscellaneous equipment	166,040			37
38		(59) Computer systems and word processing equipme	35,860			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	4,220,144	0		39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	141,825			42
43		GRAND TOTAL	13,528,260	0	0	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		5,626	759	4,867	193,539	1
2		13,455	10,821	2,634	586,184	2
3		154	61	93	3,439	3
4		258	131	127	68,564	4
5		20,625	5,226	15,399	635,134	5
6				0	0	6
7		104,336	76,519	27,817	2,036,863	7
8		112,142	48,800	63,342	2,628,504	8
9		39,024	19,301	19,723	1,219,080	9
10		135	158	(23)	6,275	10
11		21,594	8,268	13,326	379,434	11
12		99	984	(885)	18,903	12
13				0	0	13
14		4,179	165	4,014	30,838	14
15		5,205	2,550	2,655	274,645	15
16				0	0	16
17				0	3,990	17
18		1,910	576	1,334	152,850	18
19		7		7	108,805	19
20		16,180		16,180	55,367	20
21		67,678	7,320	60,358	641,049	21
22			3	(3)	1,313	22
23		1,356		1,356	25,602	23
24				0	0	24
25		9,440	13,814	(4,374)	155,873	25
26		6,950	2,568	4,382	79,254	26
27		1,434	1,432	2	90,748	27
28				0	2,369	28
29				0	0	29
30		431,787	199,456	232,331	9,398,622	30
31		81,231	18,187	63,044	1,910,173	31
32		133,812	34,652	99,160	2,151,440	32
33				0	621	33
34			2,925	(2,925)	38,309	34
35				0	1,154	35
36		1,755	575	1,180	77,006	36
37		31,952	13,063	18,889	184,929	37
38		617	12	605	36,465	38
39		249,367	69,414	179,953	4,400,097	39
40				0	0	40
41				0	0	41
42		62,338		62,338	204,163	42
43		743,492	268,870	474,622	14,002,882	43

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

(Dollars in thousands)

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

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

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

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

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	Depreciation base	Annual composite rate	Depreciation base	Annual composite rate	
		1/1 At beginning of year (b)	12/1 At close of year (c)	(percent) (d)	At beginning of year (e)	At close of year (f)	(percent) (g)	
ROAD								
1	(3) Grading	583,550	586,184	0.72	4,983	4,983		1
2	(4) Other right-of-way expenditures	3,346	3,439	1.54	1	1		2
3	(5) Tunnels and subways	68,437	68,564	1.15				3
4	(6) Bridges, trestles, and culverts	619,735	635,134	1.33	1,878	1,878		4
5	(7) Elevated structures							5
6	(8) Ties	2,009,046	2,036,863	4.26	1,170	1,170		6
7	(9) Rail and other track material	2,565,162	2,628,504	2.70	2,702	2,702		7
8	(11) Ballast	1,199,357	1,219,080	2.72	1,968	1,968		8
9	(13) Fences, snowsheds, and signs	6,298	6,275	2.00	23	23		9
10	(16) Station and office buildings	366,108	379,434	2.50	548	548		10
11	(17) Roadway buildings	19,788	18,903	2.44	3	3		11
12	(18) Water stations							12
13	(19) Fuel stations	26,824	30,838	3.70				13
14	(20) Shops and enginehouses	271,990	274,645	2.44	3	3		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	3,990	3,990	2.86				16
17	(24) Coal and ore wharves	151,516	152,850	1.59				17
18	(25) TOFC/COFC terminals	108,798	108,805	2.94				18
19	(26) Communication systems	39,187	55,367	14.29				19
20	(27) Signals and interlockers	580,691	641,049	2.56	240	240		20
21	(29) Power plants	1,316	1,313	1.06				21
22	(31) Power-transmission systems	24,246	25,602	1.43				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	160,247	155,873	4.09	11	11		24
25	(39) Public improvements – Construction	74,872	79,254	1.12				25
26	(44) Shop machinery	90,746	90,748	3.85				26
27	(45) Power-plant machinery	2,369	2,369	2.94				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	8,977,619	9,205,083		13,530	13,530		30
EQUIPMENT								
31	(52) Locomotives	1,847,129	1,511,470	4.30				31
32	(53) Freight-train cars	2,052,280	1,913,118	3.90				32
33	(54) Passenger-train cars	621	621					33
34	(55) Highway revenue equipment	41,234	59,953	9.14				34
35	(56) Floating equipment	1,154	1,154	2.13				35
36	(57) Work equipment	75,826	75,748	2.93				36
37	(58) Miscellaneous equipment	166,040	147,836	10.07				37
38	(59) Computer systems and word processing equipment	35,860	33,796	14.29				38
39	TOTAL EQUIPMENT	4,220,144	3,743,696		0	0		39
40	GRAND TOTAL	13,197,763	12,948,779	N/A	13,530	13,530	N/A	40

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

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

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debts (f)		
ROAD									
1		(3) Grading	148,476	9,295		10,822		146,949	1
2		(4) Other right-of-way expenditures	1,516	29		60		1,485	2
3		(5) Tunnels and subways	20,515	673		131		21,057	3
4		(6) Bridges, trestles, and culverts	116,650	8,850		5,280		120,220	4
5		(7) Elevated structures	0					0	5
6		(8) Ties	856,284	67,992		86,402		837,874	6
7		(9) Rail and other track material	542,845	52,810		36,635		559,020	7
8		(11) Ballast	379,260	31,915		19,302		391,873	8
9		(13) Fences, snowsheds, and signs	6,025	4		157		5,872	9
10		(16) Station and office buildings	82,753	8,514	61	3,512		87,816	10
11		(17) Roadway buildings	10,888	348		985		10,251	11
12		(18) Water stations	0					0	12
13		(19) Fuel stations	7,390	897		166		8,121	13
14		(20) Shops and enginehouses	119,550	4,917		2,550		121,917	14
15		(22) Storage warehouses	0					0	15
16		(23) Wharves and docks	1,478	32				1,510	16
17		(24) Coal and ore wharves	108,113	2,804		557		110,360	17
18		(25) TOFC/COFC terminals	26,150	3,458				29,608	18
19		(26) Communication systems	16,735	6,574		0		23,309	19
20		(27) Signals and interlockers	136,483	16,389		7,319		145,553	20
21		(29) Power plants	524	29		4		549	21
22		(31) Power-transmission systems	7,964	312				8,276	22
23		(35) Miscellaneous structures	0					0	23
24		(37) Roadway machines	2,636	5,037	1	7,771		(97)	24
25		(39) Public improvements-Const.	12,598	1,047		2,567		11,078	25
26		(44) Shop machinery	22,146	2,891	1	1,328		23,710	26
27		(45) Power-plant machinery	2,738	(59)				2,679	27
28		All other road accounts	0					0	28
29		Amortization (Adjustments)	(10,878)	0				(10,878)	29
30		TOTAL ROAD	2,618,839	224,758	63	185,548		2,658,112	30
EQUIPMENT									
31	*	(52) Locomotives	507,177	90,791	7	11,278		586,697	31
32	*	(53) Freight-train cars	787,950	91,898	(5,800)	26,075		847,973	32
33	*	(54) Passenger-train cars	0					0	33
34	*	(55) Highway revenue equipment	40,252			2,635		37,617	34
35	*	(56) Floating equipment	94	25				119	35
36	*	(57) Work equipment	1,047	2,257		(968)		4,272	36
37	*	(58) Miscellaneous equipment	60,402	18,069	4	10,809		67,666	37
38		(59) Computer systems and word processing equipment	0					0	38
39	*	Amortization (Adjustments)	17,479	5,189		54		22,614	39
40		TOTAL EQUIPMENT	12,951	(1)				12,950	40
41		GRAND TOTAL	1,427,352	208,228	(5,789)	49,883		1,579,908	41
			4,046,191	432,986	(5,726)	235,431		4,238,020	

*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 (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL							40

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

340. DEPRECIATION BASE AND RATES—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS
(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (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	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	16,088	14,002,882	4,238,020	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	131	4
5	P	High Point, Thomasville & Denton RR Co.	34	9,867	4,671	5
6	P	Lake Front Dock and RR Terminal Co.		14,987	8,706	6
7	P	Winston-Salem Southbound Hwy. Co.		28,040	13,088	7
8						8
9			34	53,275	26,596	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 & Muddyly RR	20	256	7	15
16	O	Southern Hwy.	9	262		16
17	O	Mt. Storm RR (Virginia Elec. Co)	15	3,158		17
18	O	Washington & Franklin	32	520	27	18
19	O	Western & Atlantic RR	137	7,915	1,368	19
20	O	U. S. Steel Corp.	2	159		20
21			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	16,608	14,069,794	4,266,018	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	193,539		1,457	107	1
2		(3) Grading	586,184		4,599	4,983	2
3		(4) Other right-of-way expenditures	3,439		227	1	3
4		(5) Tunnels and subways	68,564				4
5		(6) Bridges, trestles, and culverts	635,134		1,204	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	2,036,863		12,946	1,170	7
8		(9) Rail and other track material	2,628,504		14,300	2,702	8
9		(11) Ballast	1,219,080		7,338	1,968	9
10		(13) Fences, snow sheds, and signs	6,275		44	23	10
11		(16) Station and office buildings	379,434		998	548	11
12		(17) Roadway buildings	18,903		4	3	12
13		(18) Water stations					13
14		(19) Fuel stations	30,838				14
15		(20) Shops and enginehouses	274,645		37	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	3,990				17
18		(24) Coal and ore wharves	152,850		8,342		18
19		(25) TOFC/COFC terminals	108,805		2		19
20		(26) Communication systems	55,367		3		20
21		(27) Signals and interlockers	641,049		768	240	21
22		(29) Power plants	1,313				22
23		(31) Power-transmission systems	25,602		191		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	155,873		196		25
26		(39) Public improvements - Construction	79,254		454	11	26
27		(44) Shop machinery	80,748				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	9,398,622		53,110	13,637	31
32		(52) Locomotives	1,910,173				32
33		(53) Freight-train cars	2,151,440		7		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	38,309				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	77,006				37
38		(58) Miscellaneous equipment	184,929		158		38
39		(59) Computer systems & word processing equipment	36,465				39
40		TOTAL EQUIPMENT	4,400,097		165	0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	204,163				43
44		GRAND TOTAL	14,002,882		53,275	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								
2		Bridge and Building	9,149	1,959	6,650	1,267	19,025		19,025	1
3		Signal	5,059	656	191	2,333	8,239		8,239	2
4		Communication	7,237	587	4,564	3,134	15,522		15,522	3
5		Other	551	47	116	60	774		774	4
			16,560	4,552	7,794	2,575	31,481		31,481	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	14,183	7,660	5,743	665	28,251		28,251	6
7		Roadway - Switching	3,464	2,165	1,212	55	6,896		6,896	7
8		Tunnels and Subways - Running	84	1	12		97		97	8
9		Tunnels and Subways - Switching	2	467			469		469	9
10		Bridges and Culverts - Running	10,132	2,836	1,543	2,627	17,138		17,138	10
11		Bridges and Culverts - Switching	366	6	2		374		374	11
12		Ties - Running	1,555	117	94	112	1,878		1,878	12
13		Ties - Switching	1,161	28	19	27	1,235		1,235	13
14		Rail and Other Track Material - Running	22,929	14,362	13,955	80	51,326		51,326	14
15		Rail and Other Track Material - Switching	6,030	1,858	160		8,048		8,048	15
16		Ballast - Running	11,920	1,053	48	891	13,912		13,912	16
17		Ballast - Switching	932	59		12	1,003		1,003	17
18		Road Property Damaged - Running	1,555	44		30	1,629		1,629	18
19		Road Property Damaged - Switching	310	19	5	5	339		339	19
20		Road Property Damaged - Other								20
21		Signal and Interlockers - Running	24,589	11,978	6,732	1,517	44,816		44,816	21
22		Signal and Interlockers - Switching	7,310	1,089			8,399		8,399	22
23		Communications Systems	11,767	5,330	778	999	18,874		18,874	23
24		Power Systems	651				651		651	24
25		Highway Grade Crossings - Running	6,091	1,568	1	11	7,671		7,671	25
26		Highway Grade Crossings - Switching	95	4		3	102		102	26
27		Station and Office Buildings	5,962	1,619	4,018	954	12,553		12,553	27
28		Shop Buildings - Locomotives	1,149	667	(191)	37	1,662		1,662	28
29		Shop Buildings - Freight Cars	1,084	1,089	1,364	60	3,597	N/A	3,597	29
30		Shop Buildings - Other Equipment	1,803	1,942	827		4,572		4,572	30

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
REPAIR AND MAINTENANCE – Continued										
101		Locomotive Servicing Facilities	260	176	48		484		484	101
102		Miscellaneous Buildings and Structures	600	68	12	95	775		775	102
103		Coal Terminals		298	244		542	N/A	542	103
104		Ore Terminals	300	156	318		774	N/A	774	104
105		Other Marine Terminals	2	136	149		287	N/A	287	105
106		TOFC/COFC – Terminals	1	216			217	N/A	217	106
107		Motor Vehicle Loading and Distribution Facilities	1	3	3		7	N/A	7	107
108		Facilities for Other Specialized Service Operations		2			2	N/A	2	108
109		Roadway Machines	9,337	20,667	1,850	(27,474)	4,380		4,380	109
110		Small Tools and Supplies	266	(3,378)	41	14	(3,057)		(3,057)	110
111		Snow Removal	932	27	4	4	967		967	111
112		Fringe Benefits – Running	N/A	N/A	N/A		50,565		50,565	112
113		Fringe Benefits – Switching	N/A	N/A	N/A		155		155	113
114		Fringe Benefits – Other	N/A	N/A	N/A		35,275		35,275	114
115		Casualties and Insurance – Running	N/A	N/A	N/A		20,014		20,014	115
116		Casualties and Insurance – Switching	N/A	N/A	N/A					116
117		Casualties and Insurance – Other	N/A	N/A	N/A		1,794		1,794	117
118	*	Lease Rentals – Debit – Running	N/A	N/A	27,339	N/A	27,339		27,339	118
119	*	Lease Rentals – Debit – Switching	N/A	N/A	N/A		N/A			119
120	*	Lease Rentals – Debit – Other	N/A	N/A	8,170	N/A	8,170		8,170	120
121	*	Lease Rentals – [Credit] – Running	N/A	N/A	(22,159)	N/A	(22,159)		(22,159)	121
122	*	Lease Rentals – [Credit] – Switching	N/A	N/A		N/A				122
123	*	Lease Rentals – [Credit] – Other	N/A	N/A	(1,228)	N/A	(1,228)		(1,228)	123
124		Joint Facility Rent – Debit – Running	N/A	N/A	(77)	N/A	(77)		(77)	124
125		Joint Facility Rent – Debit – Switching	N/A	N/A		N/A				125
126		Joint Facility Rent – Debit – Other	N/A	N/A		N/A				126
127		Joint Facility Rent – [Credit] – Running	N/A	N/A	(1)	N/A	(1)		(1)	127
128		Joint Facility Rent – [Credit] – Switching	N/A	N/A	26	N/A	26		26	128
129		Joint Facility Rent – [Credit] – Other	N/A	N/A	(3)	N/A	(3)		(3)	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								
135	*	Other Rents – [Credit] – Switching	N/A	N/A		N/A				134
136	*	Other Rents – [Credit] – Other	N/A	N/A		N/A				135
137	*	Depreciation – Running	N/A	N/A	N/A	152,799	152,799		152,799	136
138	*	Depreciation – Switching	N/A	N/A	N/A					137
139	*	Depreciation – Other	N/A	N/A	N/A	69,231	69,231		69,231	138
140		Joint Facility – Debit – Running	N/A	N/A		N/A				139
141		Joint Facility – Debit – Switching	N/A	N/A		N/A				140
142		Joint Facility – Debit – Other	N/A	N/A		N/A				141
143		Joint Facility – [Credit] – Running	N/A	N/A	(3)	N/A	(3)		(3)	142
144		Joint Facility – [Credit] – Switching	N/A	N/A	(200)	N/A	(200)		(200)	143
145		Joint Facility – [Credit] – Other	N/A	N/A	(12,054)	N/A	(12,054)		(12,054)	144
146		Dismantling Retired Road Property – Running	389	46		28	463		463	145
147		Dismantling Retired Road Property – Switching	5				5		5	146
148		Dismantling Retired Road Property – Other	3		1		4		4	147
149		Other – Running	2,349	1,283	5,493	53	9,178		9,178	148
150		Other – Switching	146	5			151		151	149
151		Other – Other	251	170		(4,927)	(4,506)		(4,506)	150
151		TOTAL WAY AND STRUCTURES	188,522	83,637	63,610	315,080	650,849		650,849	151
201		EQUIPMENT								
202	*	LOCOMOTIVES								
203	*	Administration	5,358	436	6,487	1,806	14,087		14,087	201
204	*	Repair and Maintenance	54,358	106,790	4,381	772	166,301		166,301	202
205	*	Machinery Repair	609	482	236		1,327		1,327	203
206	*	Equipment Damaged	78		23		101		101	204
207	*	Fringe Benefits	N/A	N/A	N/A	32,032	32,032		32,032	205
208	*	Other Casualties and Insurance	N/A	N/A	N/A	19,587	19,587		19,587	206
209	*	Lease Rentals – Debit	N/A	N/A	N/A	24,889	24,889		24,889	207
210	*	Lease Rentals – [Credit]	N/A	N/A	(141)	N/A	(141)		(141)	208
211	*	Joint Facility Rent – Debit	N/A	N/A		N/A				209
212	*	Joint Facility Rent – [Credit]	N/A	N/A		N/A				210
213	*	Other Rents – Debit	N/A	N/A		N/A				211
214	*	Other Rents – [Credit]	N/A	N/A	(9)	N/A	(9)		(9)	212
215	*	Depreciation	N/A	N/A	N/A	92,325	92,295		92,295	213
216	*	Joint Facility – Debit	N/A	N/A		N/A				214
216	*	Joint Facility – [Credit]	N/A	N/A		N/A				215
216	*	Repairs Billed to Others – [Credit]	N/A	N/A		N/A				216

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
217		LOCOMOTIVES – Continued								
218		Dismantling Retired Property				(19,184)	(19,184)		(19,184)	218
219		Other	60,403	107,708	35,866	127,338	331,285		331,285	219
220		TOTAL LOCOMOTIVES								
221		FREIGHT CARS								
222		Administration	11,322	(4,152)	4,783	10,537	22,490		22,490	220
223	*	Repair and Maintenance	60,773	59,418	33,479	(19,707)	133,963	N/A	133,963	221
224	*	Machinery Repair	1,494	823	1,019	3	3,339	N/A	3,339	222
225		Equipment Damaged	(349)	(602)	4,841		3,890	N/A	3,890	223
226		Fringe Benefits	N/A	N/A	N/A	33,107	33,107	N/A	33,107	224
227		Other Casualties and Insurance	N/A	N/A	N/A	30,553	30,553	N/A	30,553	225
228	*	Lease Rentals – Debit	N/A	N/A	116,268	N/A	116,268	N/A	116,268	226
229	*	Lease Rentals – [Credit]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	227
230		Joint Facility Rent – Debit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	228
231	*	Joint Facility Rent – [Credit]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	229
232	*	Other Rents – Debit	N/A	N/A	321,215	N/A	321,215	N/A	321,215	230
233	*	Other Rents – [Credit]	N/A	N/A	(120,874)	N/A	(120,874)	N/A	(120,874)	231
234	*	Depreciation	N/A	N/A	N/A	93,056	93,056	N/A	93,056	232
235		Joint Facility – Debit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	233
236	*	Joint Facility – [Credit]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	234
237	*	Repairs Billed to Others – [Credit]	N/A	N/A	(50,618)	N/A	(50,618)	N/A	(50,618)	235
238		Dismantling Retired Property						N/A		236
239		Other	73,240	55,487	(9,174)	(5,812)	(14,986)	N/A	(14,986)	237
240		TOTAL FREIGHT CARS			300,939	141,737	571,403		571,403	238
241		OTHER EQUIPMENT								
242		Administration	1,885	32	651	29	2,597	N/A	2,597	301
243	*	Repair and Maintenance			(2)		(2)	N/A	(2)	302
244	*	Trucks, Trailers & Containers – Revenue Service						N/A		303
245	*	Floating Equipment – Revenue Service						N/A		304
246	*	Passenger and Other Revenue Equipment			14		14		14	305
247	*	Computer Systems and Word Processing Equip		47	23		70		70	306
248	*	Machinery	475	2,999	1,021	14	4,509		4,509	307
249	*	Work and Other Non – Revenue Equipment	1,022	7,411	6,409	79	14,921		14,921	308
250		Equipment Damaged								309
251		Fringe Benefits	N/A	N/A	N/A	1,774	1,774		1,774	310
252		Other Casualties and Insurance	N/A	N/A	N/A	409	409		409	311
253	*	Lease Rentals – Debit	N/A	N/A	9,236	N/A	9,236		9,236	312
254	*	Lease Rentals – [Credit]	N/A	N/A	(38,134)	N/A	(38,134)		(38,134)	312

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		OTHER EQUIPMENT – Continued								
313		Joint Facility Rent – Debit	N/A	N/A		N/A				313
314		Joint Facility Rent – [Credit]	N/A	N/A		N/A				314
315	*	Other Rents – Debit	N/A	N/A	1,421	N/A	1,421		1,421	315
316	*	Other Rents – [Credit]	N/A	N/A		N/A				316
317	*	Depreciation	N/A	N/A		25,772	25,772		25,772	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			2	(16,834)	(16,832)		(16,832)	322
323		TOTAL OTHER EQUIPMENT	3,382	10,489	(19,359)	11,243	5,755		5,755	323
324		TOTAL EQUIPMENT	137,025	173,684	317,446	280,318	908,443		908,443	324
		TRAIN OPERATIONS								
401		Administration	6,218	2,862	1,205	4,076	14,361		14,361	401
402		Engine Crews	156,063	36	5	15,954	172,058		172,058	402
403		Train Crews	231,935	254	41	41,868	274,098		274,098	403
404		Dispatching Trains	33,840	203	1,757	(117)	35,683		35,683	404
405		Operating Signals and Interlockers	185				185		185	405
406		Operating Drawbridges	4,438	3	1	74	4,516		4,516	406
407		Highway Crossing Protection	29	282	7,808	12	8,131		8,131	407
408		Train Inspection and Lubrication	36,976	3,361	2,441	(2,970)	39,808		39,808	408
409		Locomotive Fuel		243,726			243,726		243,726	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	19,347	1,623	2,089	80	23,339		23,339	411
412		Freight Lost or Damaged – Solely Related	N/A	N/A	N/A					412
413		Clearing Wrecks	282	(21)	5,605		5,866		5,866	413
414		Fringe Benefits	N/A	N/A	N/A	177,926	177,926		177,926	414
415		Other Casualties and Insurance	N/A	N/A	N/A	27,539	27,539		27,539	415
416		Joint Facility – Debit	N/A	N/A	38,868	N/A	38,868		38,868	416
417		Joint Facility – [Credit]	N/A	N/A	(4,664)	N/A	(4,664)		(4,664)	417
418		Other	13,234	216	1,310	523	15,283		15,283	418
419		TOTAL TRAIN OPERATIONS	502,747	252,545	56,466	264,965	1,076,723		1,076,723	419
		YARD OPERATIONS								
420		Administration	22,853	1,468	3,216	1,753	29,290		29,290	420
421		Switch Crews	156,522	1,596	4,411	1,715	164,244		164,244	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	21,410	106	1,955	74	23,545		23,545	422
423		Yard and Terminal Clerical	20,891	50	12	65	21,018		21,018	423
424		Operating Switches, Signals, Retainers and Humps	1,450	1		1	1,452		1,452	424
425		Locomotive Fuel		24,575			24,575		24,575	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	11,681	20		19	11,720		11,720	427
428		Freight Lost or Damaged – Solely Related	N/A	N/A	N/A					428
429		Clearing Wrecks	319	6	4,761	3	5,089		5,089	429
430		Fringe Benefits	N/A	N/A	N/A	88,570	88,570		88,570	430
431		Other Casualties and Insurance	N/A	N/A	N/A	24,874	24,874		24,874	431
432		Joint Facility – Debit	N/A	N/A		N/A				432
433		Joint Facility – [Credit]	N/A	N/A	(53,130)	N/A	(53,130)		(53,130)	433
434		Other	1,120	57	137	13	1,327		1,327	434
435		TOTAL YARD OPERATIONS	236,246	27,879	(38,638)	117,087	342,574		342,574	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	584	7	4,692	N/A	5,283		5,283	501
502		Adjusting and Transferring Loads	3,236	3	75	N/A	3,314	N/A	3,314	502
503		Car Loading Devices and Grain Doors		748		N/A	748	N/A	748	503
504		Freight Lost or Damaged – All Other	N/A	N/A	N/A	10,196	10,196		10,196	504
505		Fringe Benefits	N/A	N/A	N/A					505
506		TOTAL TRAIN & YD. OPERATIONS COMMON	3,820	758	4,767	10,196	19,541		19,541	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	1				1	N/A	1	507
508	*	Pickup and Delivery and Marine Line Haul			27		27	N/A	27	508
509	*	Loading and Unloading and Local Marine	8,818	559	72,595	(269)	81,703	N/A	81,703	509
510	*	Protective Services			3,477		3,477	N/A	3,477	510
511	*	Freight Lost or Damaged – Solely Related	N/A	N/A	N/A			N/A		511
512	*	Fringe Benefits	N/A	N/A	N/A	3,394	3,394	N/A	3,394	512
513	*	Casualties and Insurance	N/A	N/A	N/A			N/A		513
514	*	Joint Facility – Debit	N/A	N/A		N/A		N/A		514
515	*	Joint Facility – [Credit]	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	8,819	559	76,099	3,125	88,602		88,602	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								
		Administration	16,922	1,714	410	4,678	23,724		23,724	518
519		Employees Performing Clerical & Acctg. Functions	74,072	1,673	3,473	1,984	81,202		81,202	519
520		Communication Systems Operation	426				426		426	520
521		Loss and Damage Claims Processing	580	7	1,958	71	2,616		2,616	521
522		Fringe Benefits	N/A	N/A	N/A	40,958	40,958		40,958	522
523		Casualties and Insurance	N/A	N/A	N/A					523
524		Joint Facility - Debit	N/A	N/A		N/A				524
525		Joint Facility - [Credit]	N/A	N/A		N/A				525
526		Other			1,864	(7,883)	(6,019)		(6,019)	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	92,000	3,394	7,705	39,808	142,907		142,907	527
528		TOTAL TRANSPORTATION	843,632	285,135	106,399	435,181	1,670,347		1,670,347	528
601		GENERAL AND ADMINISTRATIVE								
		Officers - General Administration	15,331	3,513	53,981	3,058	75,883		75,883	601
602		Accounting, Auditing and Finance	29,982	155	81,627	(17,800)	93,964		93,964	602
603		Management Services and Data Processing	442	133	141,097	162	141,834		141,834	603
604		Marketing	12,911	192	1,577	15,707	30,387		30,387	604
605		Sales	26,208	304	336	4,515	31,363		31,363	605
606		Industrial Development	1,781	19	26	222	2,048	N/A	2,048	606
607		Personnel and Labor Relations	21,880	275	21,862	5,180	49,197		49,197	607
608		Legal and Secretarial	10,762	186	32,529	6,708	50,185		50,185	608
609		Public Relations and Advertising	1,604	142	47,361	1,176	50,283		50,283	609
610		Research and Development	1,465	20	16	304	1,805		1,805	610
611		Fringe Benefits	N/A	N/A	N/A	82,301	82,301		82,301	611
612		Casualties and Insurance	N/A	N/A	N/A	3,779	3,779		3,779	612
613		Write-down of Uncollectible Accounts	N/A	N/A	N/A	6,260	6,260		6,260	613
614		Property Taxes	N/A	N/A	N/A	54,223	54,223		54,223	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	17,384	17,384		17,384	615
616		Joint Facility - Debit	N/A	N/A	6,489	N/A	6,489		6,489	616
617		Joint Facility - [Credit]	N/A	N/A	9	N/A	9		9	617
618		Other	9,394	2,600	(8,288)	18,215	21,921		21,921	618
619		TOTAL GENERAL AND ADMINISTRATIVE	131,760	7,539	378,622	201,394	719,315		719,315	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,300,939	549,995	866,077	1,231,973	3,948,954		3,948,954	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	9,295		2,296	2
3		4	Other right-of-way expenditures	29		(20)	3
4		5	Tunnels and subways	673		(106)	4
5		6	Bridges, trestles and culverts	8,850		(213)	5
6		7	Elevated structures				6
7		8	Ties	67,992		(16,404)	7
8		9	Rail and other track material	52,810		(4,522)	8
9		11	Ballast	31,915		(1,173)	9
10		13	Fences, snowsheds and signs	4		(122)	10
11		16	Station and office buildings	8,514		(345)	11
12		17	Roadway buildings	348		(124)	12
13		18	Water stations				13
14		19	Fuel stations	897		(64)	14
15		20	Shops and enginehouses	4,917		(1,047)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	32		(50)	17
18		24	Coal and ore wharves	2,804		(165)	18
19		25	TOFC/COFC terminals	3,458		260	19
20		26	Communications systems	6,574			20
21		27	Signals and interlockers	16,389		(815)	21
22		29	Power plants	29		5	22
23		31	Power transmission systems	312		(29)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	5,037		1,734	25
26		39	Public improvements: construction	1,047		89	26
27		45	Power plant machines	104		(103)	27
28		--	Other lease/rentals	0	12,122	N/A	28
29		--	TOTAL	222,030	12,122	(20,918)	29

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

(Dollars in thousands)

1. Report freight expenses only.

2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).

3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (c). The balancing of schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.

4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.

5. Report in columns (c), (d), (f) and (g) rentals for railroad owned cars prescribed by the Commission in EX Parte no. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES							1
2		Box-Plain 40 Foot							2
3		Box-Plain 50 Foot and Longer			60	14,570	3,063	13,036	3
4		Box-Equipped		10,197	31,518		15,946	49,425	4
5		Gondola-Plain		49	191	274	588	2,094	5
6		Gondola-Equipped		4,001	20,633		2,301	8,244	6
7		Hopper-Covered		3,724	18,625	22,907	7,987	21,241	7
8		Hopper-Open Top-General Service		2,311	7,776		2,614	5,643	8
9		Hopper-Open Top-Special Service		179	1,727	7	171	1,128	9
10		Refrigerator-Mechanical					1,703	4,399	10
11		Refrigerator-Non-Mechanical		891	2,205	23	2,170	3,489	11
12		Flat TOFC/COFC							12
13		Flat Multi-Level				34,668	2,075	3,829	13
14		Flat-General Service			2	15	56	142	14
15		Flat-Other		94	552	557	1,123	3,936	15
16		Tank-Under 22,000 Gallons				31,962			16
17		Tank-22,000 Gallons and Over				22,468			17
18		All Other Freight Cars		218	1,268	7,355	1,330	5,016	18
19		Auto Racks			14,553			23,660	19
20		TOTAL FREIGHT TRAIN CARS	0	21,664	99,210	134,806	41,127	145,282	20
21		OTHER FREIGHT-CARRYING EQUIPMENT							21
22		Refrigerated Trailers							22
23		Other Trailers							23
24		Refrigerated Containers							24
25		Other Containers							25
26	*	TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	0	26
27		GRAND TOTAL (LINES 19 AND 24)	0	21,664	99,210	134,806	41,127	145,282	27

NOTES AND REMARKS

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	16,630	617		47	1
2		Diesel Locomotive—Road	149,671	76,537	12,048	4,818	2
3		Other Locomotive—Yard					3
4		Other Locomotive—Road		1,589		119	4
5	*	TOTAL	166,301	78,743	12,048	4,984	5
		FREIGHT TRAIN CARS					
6		Box—Plain 40 Foot		288		26	6
7		Box—Plain 50 Foot and Longer	7	3,559	247	328	7
8		Box—Equipped	25,193	9,507	1,395	781	8
9		Gondola—Plain	1,597	3,353		275	9
10		Gondola—Equipped	15,984	8,093		686	10
11		Hopper—Covered	19,776	13,819		1,256	11
12		Hopper—Open Top—General Service	9,123	23,901	295	1,831	12
13		Hopper—Open Top—Special Service	3,367	8,490		545	13
14		Refrigerator—Mechanical	77				14
15		Refrigerator—Nonmechanical	1,211				15
16		Flat TOFC/COFC	56				16
17		Flat Multi-level	0	3			17
18		Flat—General Service	0	31		4	18
19		Flat—Other	372	534		58	19
20		All Other Freight Cars	6,582	1,378		142	20
21		Cabooses		563		46	21
22		Auto Racks		15,912	531	928	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	83,345	89,431	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	0	0	0	0	32
		FLOATING EQUIPMENT—REVENUE					
33		SERVICE					
34		Marine Line—Haul		25			33
35	*	Local Marine					34
		TOTAL FLOATING EQUIPMENT	0	25	0	0	35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems and word processing equip.		5,134	55		37
38	*	Machinery—Locomotives ¹	1,327	1,504		(90)	38
39	*	Machinery—Freight Cars ²	3,339	1,157		(69)	39
40	*	Machinery—Other Equipment ³	4,591	232		(14)	40
41	*	Work and Other Non-revenue Equipment	14,921	20,324	2	(1,507)	41
42		TOTAL OTHER EQUIPMENT	24,178	28,351	57	(1,680)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	273,824	196,550	14,573	10,210	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	15,772		4,766		1
2		23,732	1,703,151	150,634	514,613	55,046	2
3							3
4			40,616		12,272		4
5		24,739	1,759,539	150,634	531,651	55,046	5
6			7,916		3,105		6
7		6,655	86,982	2,473	34,117	1,607	7
8		9,360	238,799	13,951	93,665	9,068	8
9		14,758	89,892		35,259		9
10		20,200	217,147		85,173		10
11		23,249	356,917		139,995		11
12		28,727	566,030	5,609	222,016	738	12
13		6,434	173,676		68,122		13
14							14
15			39,920		50,814		15
16							16
17			6,956		2,728		17
18			922		362		18
19		109	17,110		6,711		19
20			40,020		15,697		20
21			12,796		5,019		21
22		6,776	265,578	8,746	69,013	4,764	22
23							23
24		116,268	2,120,661	30,779	831,796	16,177	24
25							25
26			38,309		37,617		26
27							27
28							28
29							29
30							30
31							31
32		0	38,309	0	37,617	0	32
33			1,154		119		33
34							34
35		0	1,154	0	119	0	35
36			621				36
37		2,145	36,244	221	22,531	83	37
38			47,189		12,329		38
39			36,299		9,484		39
40		(11,317)	7,260		1,897		40
41		(18,305)	261,917	18	71,926	12	41
42		(27,477)	389,530	239	118,167	95	42
43		113,530	4,309,193	181,652	1,519,350	71,318	43

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

²The depreciation to be reported on lines 38, 39 and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (j). This calculation should equal the amount shown in column (i), Schedule 335.

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

Line No.	Density category (Class) (a)	Account No. (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		
			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)	Line No.
1	I	3	314,215	80,330	0.72							314,215	80,330	1
2		8	721,365	458,024	4.93							721,365	458,024	2
3		9	1,436,816	305,588	2.70							1,436,816	305,588	3
4		11	1,030,065	214,217	2.72							1,030,065	214,217	4
5	Sub-Total		3,502,462	1,058,159								3,502,462	1,058,159	5
6	II	3	182,512	44,707	0.72							182,512	44,707	6
7		8	940,109	254,909	4.13							940,109	254,909	7
8		9	698,639	170,072	2.70							698,639	170,072	8
9		11	170,611	119,221	2.72							170,611	119,221	9
10	Sub-Total		1,991,871	588,909								1,991,871	588,909	10
11	III	3	0	N/A	N/A		N/A	N/A		N/A	N/A	0	N/A	11
12		8	0	N/A	N/A		N/A	N/A		N/A	N/A	0	N/A	12
13		9	0	N/A	N/A		N/A	N/A		N/A	N/A	0	N/A	13
14		11	0	N/A	N/A		N/A	N/A		N/A	N/A	0	N/A	14
15	Sub-Total		0	N/A	N/A		N/A	N/A		N/A	N/A	0	N/A	15
16	IV	3	85,995	21,065	0.72							85,995	21,065	16
17		8	372,579	120,107	3.43							372,579	120,107	17
18		9	462,715	80,134	2.70							462,715	80,134	18
19		11	17,234	56,174	2.72							17,234	56,174	19
20	Sub-Total		938,523	277,480								938,523	277,480	20
21	V	3	3,461	848	0.72							3,461	848	21
22		8	2,810	4,834	3.43							2,810	4,834	22
23		9	30,334	3,225	2.70							30,334	3,225	23
24		11	1,170	2,261	2.72							1,170	2,261	24
25	Sub-Total		37,775	11,168								37,775	11,168	25
26	GRAND TOTAL		6,470,631	1,935,716	N/A			N/A				6,470,631	1,935,716	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)	Line No.
1	*	Administration								1	1	1
2	*	Pick up and delivery, marine line haul	0						N/A	27	27	2
3	*	Loading and unloading and local marine	0		5,334	1,622	1,586			73,161	81,703	3
4	*	Protective services, total debits and credits	0		4					3,473	3,477	4
5	*	Freight lost or damaged – solely related										5
6	*	Fringe benefits	0		2,258	553				583	3,394	6
7	*	Casualty and insurance										7
8	*	Joint facility – Debit										8
9	*	Joint facility – Credit										9
10	*	Other									0	10
11	*	TOTAL	0		7,596	2,175	1,586	0	0	77,245	88,602	11

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	107,979	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	173,073	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	173,073	4
5		Railroad Retirement	293,911	5
6		Hospital Insurance	21,471	6
7		Supplemental Annuities	17,685	7
8		Unemployment Insurance	2,089	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	508,229	10
11		Total Railway Taxes	616,208	11

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	2,563,734	94,998		2,658,732	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.	(107,210)	2,234		(104,976)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(70,435)	3,015		(67,420)	6
7	Reserve for separation pay	(141,090)	10,655		(130,435)	7
8	Pier sales	(2,919)	423		(2,496)	8
9	Other temporary differences	(113,457)	25,196	902	(87,359)	9
10					0	10
11					0	11
12	Federal Effect of State	(100,590)	(7,453)		(108,043)	12
13					0	13
14	State Deferred Income Taxes	287,401	21,294		308,695	14
15					0	15
16					0	16
17	Other Credits	(4,816)	4,816		0	17
18	Investment Tax Credit*				0	18
19	TOTALS	2,310,618	155,178	902	2,466,698	19

NOTE: Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 2,616,229 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 149,531.

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

***Footnotes:**

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

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

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

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519		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	57,051		9
10		Conrail Merger Expenses	24,817		10
11		Cogeneration Expenses	2,913		11
12		Other— Each Less than 10% of Net Income	13,836		12
13		Total Account 551	98,617		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 senally to 1/1/98.			12
13					13
14					14
15	Express Marine Transp.	Barge Debt 10-1/4% - Due	14,486 & interest	Sole	15
16	Guarantor: CSXT	May 11, 2004			16
17					17
18					18
19	Sealand	Rolling Stock Lease Obligation	116,108	Sole	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29	NOTE 1: As to Refunding and Improving Mortgage Bonds Series C, this company guarantees to the extent of 1/14				29
30	only, the interest and sinking fund payments.				30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in thousands)

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

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

NONE

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

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

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	71,674
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	126,168
4	766	Equipment Obligations	Sch. 200, L. 42	699,834
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	105,232
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	2,926
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,047)
9		Total Debt	Sum L. 1-8	1,004,787
10		Debt Directly Related to Road Property	Note 1.	122,141
11		Debt Directly Related to Equipment	Note 1.	858,880
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	981,021
13		Percent Directly Related to Road	L. 10 ÷ L. 12 (2 decimals)	12.45%
14		Percent Directly Related to Equipment	L. 11 ÷ L. 12 (2 decimals)	87.55%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	23,766
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	125,100
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	879,687

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	74,249
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	212
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	21
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	74,440
22		Interest Directly Related to Road Property Debt	Note 4.	4,449
23		Interest Directly Related to Equipment Debt	Note 4.	53,239
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	16,752
25		Interest On Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	6,535
26		Interest On Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	67,905
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	5.22%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	7.72%

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (000's) (d)	Amount due from or to related parties (e)	Line No.
1	CSX Corporation		Controlled	Management Fees	221,904	22,260 P	1
2	CSX Corporation		Controlled	Interest Income	26,370	R	2
3	CSX Corporation		Controlled	Interest Expense	167	P	3
4	CSX Intermodal		Common	Operating Agreement	158,429	11,736 R	4
5	CSX Realty		Common	Interest Income	1,858	894 R	5
6	CSX Technology		Common	Management Fees	222,306	21,634 P	6
7	CSX Technology		Common	Interest Income	1,380	R	7
8	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	45,825	2,411 P	8
9	CSX Insurance		Common	Interest Expense	5,311	446 P	9
10							10
11							11
12							12
13	Winston Salem Southbound		Direct	Management Fees	76	R	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

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 (c) 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 (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of running tracks (f)				
1	1	100%	15,587	2,273	67	2,087	1,463	4,997	26,474	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		15,691	2,347	67	2,156	1,493	5,162	26,916	7
8										8
9										9
10	2	100%	177	11	1	10	38	34	271	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	11	1	19	70	58	556	13
14										14
15										15
16	3A	100%	141	15	2	36	2	62	258	16
17	3AJ	1/2	0	0	0	0	0	1	1	17
18	3B	100%	346	38	0	46	30	148	608	18
19	3BJ	1/3	0	3	0	0	0	0	3	19
20	TOTAL CLASS 3		487	56	2	82	32	211	870	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%	1,586	190	15	72	108	408	2,379	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		1,595	191	15	77	109	414	2,401	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		18,285	2,605	85	2,344	1,776	5,846	30,941	57
58	Miles of electrified road or track included in preceding grand total									58

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

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h).
Mileage should be reported to the nearest WHOLE mile adjusted to a cord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or Territory	MILES OF ROAD OPERATED BY RESPONDENT							Line No.
			Line Owned (b)	Line of Proprietary Companies (c)	Line Operated Under Lease (d)	Line Operated Under Contract, etc. (e)	Line Operated Under Trackage Rights (f)	Total Mileage Operated (g)	Line Owned, Not Operated By Respondent (h)	New Line Constructed During Year (i)
1		Alabama	1,133				110	1,243	44	
2		District of Columbia	11				9	20		
3		Delaware	23					23		
4		Florida	1,619			84	47	1,750	33	
5		Georgia	1,487		118		75	1,680	182	
6		Illinois	494	35	86		69	684		
7		Indiana	983	120			125	1,228	6	
8		Kentucky	1,746	64	3	10	49	1,872	1	
9		Louisiana	35				8	43		
10		Maryland	396	13	5		17	431		
11		Michigan	721				74	795	6	
12		Mississippi	74				20	94		
13		Missouri					4	4		
14		New York					113	113		
15		North Carolina	1,083			7	52	1,142		
16		Ohio	1,050		141		263	1,454	61	
17		Pennsylvania	432	49	28		177	686	63	
18		South Carolina	1,244		46		17	1,307		
19		Tennessee	892		15		159	1,066	58	
20		Virginia	957	30	9		55	1,051		
21		West Virginia	1,311	20	36	14	145	1,526	113	
22								0		
23		Canada (Ontario)		66			7	73		
24										
25										
26										
27										
28										
29										
30										
31										
32		Total Mileage (single track)	15,691	397	487	115	1,595	18,285	567	

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

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

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (i) (See line 7)	
				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)						
1		Locomotive Units	2,364	46				48	2,026	334	2,362	7,888,200	1
2		Diesel - freight units								2			2
3		Diesel - passenger units	35					5	30	0	30	46,900	3
4		Diesel - multi purpose units	220				7	0	212	15	227	455,000	4
5	*	Diesel - switching units	2,619	46	0		7	53	2,270	349	2,619	8,390,100	5
6	*	Total (lines 1 to 4) units											6
7	*	Electric - locomotives											7
8	*	Other self-powered units											8
9	*	Total (lines 5, 6 & 7)	2,619	46	0		7	53	2,270	349	2,619	8,390,100	9
10	*	Auxiliary units	162						162		162	N/A	10
		TOTAL LOCOMOTIVE UNITS											
		Units (lines 8 & 9)	2,781	46	0		7	53	2,432	349	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 THE COMPANY AT CLOSE OF FINANCIAL YEAR															
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1975 (b)	During Calendar Year					1995 (g)	1996 (h)	1997 (i)	1998 (j)	1999 (k)	Total (l)	Line No.
				Between Jan. 1, 1975 and Dec. 31, 1979 (c)	Between Jan. 1, 1980 and Dec. 31, 1984 (d)	Between Jan. 1, 1985 and Dec. 31, 1989 (e)	Between Jan. 1, 1990 and Dec. 31, 1994 (f)								
11	*	Diesel	649	560	423	310	401	86	144	46				2,619	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	Total (lines 11 to 13)	649	560	423	310	401	86	144	46	0	0	0	2,619	14
15	*	Auxiliary units			1	111	50							162	15
16	*	Total Locomotive Units (lines 14 & 15)	649	560	424	421	451	86	144	46	0	0	0	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)	Units at Close of Year				Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt into property accounts (e)	All other units including reclassification - second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent cdl (h)&(i) (j)	Aggregate capacity of units reported in cdl (i) (see Ins. 7) (k)	
17		PASSENGER - TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)											17
18		Combined cars [All class C, except CSB]											18
19		Parlor cars (PBC, PC, PL, PO)											19
20		Sleeping cars (PS, PT, PAS, PDS)	0								0		20
21		Dining, grill & tavern cars [All class D, PD]										N/A	21
22		Non-passenger - carrying cars [All class B, CSB, M, PSA, IA]										N/A	22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0		23
24		Electric passenger cars [EP, ET]	0								0		24
25		Electric combined cars [EC]	0								0		25
26		Internal combustion rail motorcars [ED, EG]	0								0		26
27		Other self-propelled cars (Specify types)	0								0		27
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0		28
29		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0		29
30		COMPANY SERVICE CARS											30
31		Business cars (PV)	29					1	28	0	28	N/A	31
32		Board outfit cars [MWX]	48					2	46		46	N/A	32
33		Derrick & snow removal cars [MWU, MWV, MWV, MWK]	32					0	34		34	N/A	33
34		Dump and ballast cars [MWB, MWD]	1,299					112	1187		1,187	N/A	34
35		Other maintenance and service equipment cars	3,847					0	3847	112	3,959	N/A	35
		TOTAL (lines 30 to 34)	5,255	0	0	0	2	115	5,142	112	5,254	N/A	

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (n). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (i).

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)	10						37
38		Equipped box cars (All code A) Except A 5	14,862					259	38
39		Plain gondola cars (All codes G & J-1, J-2, J-3 & J-4)	4,839						39
40		Equipped gondola cars (All code E)	19,694		303	300		175	40
41		Covered hopper cars (All code C 1 C 2)	18,248				0	109	41
42		Open top hopper cars-general service (All code H)	18,808						42
43		Open top hopper cars-special service (All codes K, J-O)	5,952					818	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	1,279					0	45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	322						46
47		Flat cars - multi-level (All code V)	9,389					0	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	2,916						49
50		Tank cars-under 22,000 ga. (T-0, T-1, T-2, T-3, T-4, T-5)	3						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)	1,179						52
53		TOTAL (lines 36 to 52)	97,504		303	300	0	1,361	53
54		Caboose (All code M-930)	288	0				0	54
55		TOTAL (lines 53 & 54)	97,792	0	303	300	0	1,361	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see Ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36					0				36
37			7	3	10		834		37
38			9,135	5,986	15,121		1,170,831		38
39		31	3,814	994	4,808		531,914		39
40		1	9,619	10,852	20,471		2,030,834		40
41		1	11,077	7,279	18,356		1,817,241		41
42		1,434	9,112	8,262	17,374		1,738,801		42
43			5,221	1,549	6,770		665,663		43
44									44
45		211	12	1,056	1,068		76,517		45
46			144	178	322		78,097		46
47		425	1	8,963	8,964		344,498		47
48				3	3		228		48
49		45	532	2,339	2,871		260,132		49
50		1		2	2		210		50
51				0	0		0		51
52		100	1,079	0	1,079		85,675		52
53		2,249	49,753	47,466	97,219	0	8,801,475	0	53
54		29	259	0	259		N/A		54
55		2,278	50,012	47,466	97,478	0	8,801,475	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	3,195						59
60		Dry van U2, Z2, Z6, Z1-6	11,418		0			875	60
61		Flat bed U3, Z3							61
62		Open top U4, Z4	1						62
63		Mechanical refrigerator U5, Z5	578					75	63
64		Bulk U0 & Z0	93						64
65		Insulated U7, Z7	1,191		0				65
66		Tank ¹ Z0, U6							66
67		Other trailer and container (Special Equipped Dry Van U9, Z8 & Z9)	6						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	16,482		0	0		950	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		2	180	3,013	3,193				59
60			4,050	8,243	12,293				60
61					0				61
62		1							62
63			573	80	653				63
64		1	92	0	92				64
65			860	331	1,191				65
66			0	0	0				66
67			3	3	6				67
68									68
69									69
70		4	5,758	11,670	17,428				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-E), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.

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

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

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

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

NEW UNITS

Line No.	Class of equipment	Number of units	Total weight (tons)	Total cost	Method of acquisition (see instructions) (e)	Line No.
	(a)	(b)	(c)	(d)		
1	CW44AC LOCOMOTIVES	24	4,944	39,271	L	1
2	SD70MAC LOCOMOTIVES	25	4,625	42,548	L	2
3						3
4						4
5	100' COIL CARS	300	9,150	13,479	P	5
6	100' COIL CARS	49	1,495	2,194	P	6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	398	N/A	97,492	N/A	25

REBUILT UNITS

26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	0	N/A	0	N/A	38
39	GRAND TOTAL	398	N/A	97,492	N/A	39

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

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

Track category¹

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton–miles per track mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	6,772	30.55	50.63	32.6	1
2	B	7,314	12.80	42.92	14.9	2
3	C	3,618	2.85	32.93	22.8	3
4	D	3,737	0.37	22.12	2.4	4
5	E	7,099	XXXXXXX	XXXXXXX		5
6	TOTAL	28,540	15.43	40.72	72.7	6
7	F		XXXXXXX	XXXXXXX		7
8	Potential abandonments	175	0.69	26.59		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)	Crossties switch and bridge ties		Line No.
		New ties			Second-hand ties						Percent of spot maintenance (k)		
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)					
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)						
1	A	687,283		99,968		65			787,316	1,861,591	0.13	1	
2	B	762,626		672		2,025			765,323	2,012,684	0.26	2	
3	C	112,974				354			113,328	654,453	1.26	3	
4	D	114,214				1,408			115,622	254,038	1.44	4	
5	E	199,248				9,438			208,686	720,749	2.04	5	
6	TOTAL	1,876,345		100,640	0	13,290			1,990,275	5,303,515	0.54	6	
7	F	0										7	
8	Potential abandonments								0			8	

9 Average cost per crosstie \$ 23.18 and switchtie (MBM) \$ 733.86

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
(Dollars in thousands)

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.

T - Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of new ties laid during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	269,427	25.78	10,453	352,939	964	366	NEW	1
2	T	9,147						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	278,574		10,453	352,939.00	964	366		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					19.71			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						48.65		22

723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail – miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)				
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	369.91	1.68	20.13	2.13	390.04	3.81	0.97	1		
2	B	181.52	1.69	70.86	2.14	252.38	3.83	1.49	2		
3	C	13.26	3.36	15.15	4.24	28.41	7.60	21.11	3		
4	D	3.16	13.47	8.40	17.08	11.56	30.55	72.56	4		
5	E	2.78	13.48	6.81	17.07	9.59	30.55	76.11	5		
6	TOTAL	570.63	33.68	121.35	42.66	691.98	76.34	9.91	6		
7	F					0.00	0.00		7		
8	Potential abandonments					0.00	0.00		8		

9 Average cost of new and relay rail laid in replacement per gross ton : \$470.75 New \$69.45 Relay

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

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

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

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

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with distribution of the rail should not be included in this schedule.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc. during year (d)	Average cost per ton (2,000 lb.) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)				
1	2	115	20	9	450	115	7	3	429	1	
2										2	
3	2	132	18	8	444	132	5	2	400	3	
4										4	
5	2	136	2,976	1,326	446	136	10,178	4,546	447	5	
6										6	
7	4	100	4	0		100	1	0	0	7	
8										8	
9	4	112				112	267	20	75	9	
10										10	
11	4	115	19	1	53	115	84	6	71	11	
12										12	
13	4	131	415	26	63	131	207	13		13	
14										14	
15	4	132	808	51	63	132	521	33	63	15	
16										16	
17	4	136	408	25	61	136	230	14	61	17	
18										18	
19	4	140				140	48	3	63	19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	Total	N/A	4,668	1,446	201.23	N/A	11,548	4,640	131.81	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									19.70	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									48.65	35
36	Track—miles of welded rail installed on system this year total to date										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	18.93			1
2	80	17.57			2
3	85	65.12			3
4	90	213.71			4
5	100	1,177.27			5
6	105	28.59			6
7	110	81.19			7
8	112	789.28			8
9	115	2,926.82			9
10	122	2,941.25			10
11	130	144.66			11
12	131	1,491.31			12
13	132	6,327.11			13
14	133	5.66			14
15	136	2,205.57			15
16	140	631.13			16
17	155	0.70			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	19,065.87			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	787,316	1,661,591	3.9	2.7	393.85	5.82	451,087	2,238	33.0	1	
2	B	765,323	2,012,684	3.6	2.6	256.21	3.50	385,075	2,048	28.0	2	
3	C	113,328	654,453	1.2	1.8	36.01	1.00	99,019	408	11.3	3	
4	D	115,622	254,038	1.2	0.7	42.11	1.13	55,011	236	6.3	4	
5	E	208,686	720,749	1.1	1.5	40.14	0.57	110,021	425	6.0	5	
6	TOTAL	1,990,275	5,303,515	2.4	1.9	768.32	2.69	1,100,213	5,355	18.8	6	
7	F										7	
8	Potential abandonments										8	

750. CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service	Diesel		Line No.
		Diesel oil (gallons)		
1	Freight	(b)		1
2	Passenger	394,937,719	—	2
3	Yard switching	43,151,819		3
4	TOTAL	438,089,538		4
5	COST OF FUEL \$(000)	268,301		5
6	Work Train	530,537		6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is the movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles & miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.
- (I) Exclude from Item 4-10, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty miles basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.
- (K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 lbs). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude i.c.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)	18,285	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	17,187,998	XXXXXX	2
3		2-02 Way Trains	10,424,835	XXXXXX	3
4		2-03 Through Trains	40,701,944	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	68,314,777	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	68,314,777	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	37,465,370	XXXXXX	8
9		3-02 Way Trains	16,955,244	XXXXXX	9
10		3-03 Through Trains	100,139,492	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	154,560,106	XXXXXX	11
12		3-11 Train Switching (F)	1,487,664	XXXXXX	12
13		3-21 Yard Switching (G)	13,302,058	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	169,349,828	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	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	29,262	XXXXXX	16
17		4-012 Box-Equipped	208,373	XXXXXX	17
18		4-013 Gondola-Plain	97,221	XXXXXX	18
19		4-014 Gondola-Equipped	200,194	XXXXXX	19
20		4-015 Hopper-Covered	185,668	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	184,970	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	42,347	XXXXXX	22
23		4-018 Refrigerator-Mechanical	8,758	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	20,992	XXXXXX	24
25		4-020 Flat-TOFC/COFC	69,639	XXXXXX	25
26		4-021 Flat-Multi-Level	23,597	XXXXXX	26
27		4-022 Flat-General Service	418	XXXXXX	27
28		4-023 Flat-All Other	26,560	XXXXXX	28
29		4-024 All Other Car Types-Total	8,449	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,106,448	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		XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	18,804	XXXXXX	32
33		4-112 Box-Equipped	160,724	XXXXXX	33
34		4-113 Gondola-Plain	95,600	XXXXXX	34
35		4-114 Gondola Equipped	182,672	XXXXXX	35
36		4-115 Hopper-Covered	174,012	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	180,620	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	45,432	XXXXXX	38
39		4-118 Refrigerator-Mechanical	6,552	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	19,089	XXXXXX	40
41		4-120 Flat-TOFC/COFC	8,856	XXXXXX	41
42		4-121 Flat-Multi-level	13,774	XXXXXX	42
43		4-122 Flat-General Service	336	XXXXXX	43
44		4-123 Flat-All Other	25,741	XXXXXX	44
45		4-124 All Other Car Types	7,149	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	939,361	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	23,509	XXXXXX	48
49		4-132 Box-Equipped	1,565	XXXXXX	49
50		4-133 Gondola-Plain	58,647	XXXXXX	50
51		4-134 Gondola-Equipped	4,593	XXXXXX	51
52		4-135 Hopper-Covered	203,858	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	83,299	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	143,272	XXXXXX	54
55		4-138 Refrigerator-Mechanical	5,620	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	7,232	XXXXXX	56
57		4-140 Flat-TOFC/COFC	237,708	XXXXXX	57
58		4-141 Flat-Multi-level	200,544	XXXXXX	58
59		4-142 Flat-General Service	23	XXXXXX	59
60		4-143 Flat-All Other	25,017	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	127,615	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	72,550	XXXXXX	62
63		4-146 All Other Car Types	5,122	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,200,174	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	8,989	XXXXXX	66
67		4-152 Box-Equipped	723	XXXXXX	67
68		4-153 Gondola-Plain	58,336	XXXXXX	68
69		4-154 Gondola-Equipped	4,325	XXXXXX	69
70		4-155 Hopper-Covered	185,806	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	75,360	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	146,777	XXXXXX	72
73		4-158 Refrigerator-Mechanical	5,506	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	7,032	XXXXXX	74
75		4-160 Flat-TOFC/COFC	18,099	XXXXXX	75
76		4-161 Flat-Multi-level	101,961	XXXXXX	76
77		4-162 Flat-General Service	36	XXXXXX	77
78		4-163 Flat-All Other	23,396	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	130,531	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	73,236	XXXXXX	80
81		4-166 All Other Car Types	2,557	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	842,670	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	21,947	XXXXXX	83
84		4-18 No Payment Car-Miles (I) ¹	172,526	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit-Trains	1,579,360	XXXXXX	85
86		4-192 Way-Trains	270,328	XXXXXX	86
87		4-193 Through Trains	2,433,338	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,283,026	XXXXXX	88
89		4-20 Caboose Miles	1,203	XXXXXX	89

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

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	25,811,609		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	127,045,526	XXXXXX	99
100		6-021 Way Trains	17,685,729	XXXXXX	100
101		6-022 Through Trains	185,750,278	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	1,858,568	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	358,151,710		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	404,621	XXXXXX	105
106		7-02 Non-Revenue	1,485	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	406,106	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	166,162,000	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	166,162,000	XXXXXX	110
111		8-04 Non-Revenue-Road Service	599,882	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	599,882	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	166,761,882	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	4,041,720	XXXXXX	115
116		9-02 Train Switching	149,162	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,217,010	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	151,582	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	2,312,031	XXXXXX	120
121		12-02 Way Trains	7,180,778	XXXXXX	121
122		12-03 Through Trains	8,624,553	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trls & Cntrs Lded & Unladed (Q)		XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unladed	4,097,039	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	8,690,780	XXXXXX	126
127		16-02 Marine Terminals-Ore	3,697,198	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	12,387,978	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	21,768	XXXXXX	130
131		17-02 Unserviceable	49	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	21,817	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 28, 1996 to and including DECEMBER 26, 1997


 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 23rd day of March, 1998. My commission expires June 22, 1998

Use an SANDRA MARIE CAMPBELL
 LS. NOTARY PUBLIC, STATE OF FLORIDA
 My commission expires June 22, 1998
 Commission No. CC 386219
 Bonded thru Patterson - Becht Agency


 (signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

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

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including DECEMBER 28, 1996, to and including DECEMBER 26, 1997.


 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 23rd day of March, 1998. My commission expires June 22, 1998

Use an SANDRA MARIE CAMPBELL
 LS. NOTARY PUBLIC, STATE OF FLORIDA
 My commission expires June 22, 1998
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 (signature of officer authorized to administer oaths)

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