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RC-121500 CSX TRANSPORTATION

1998

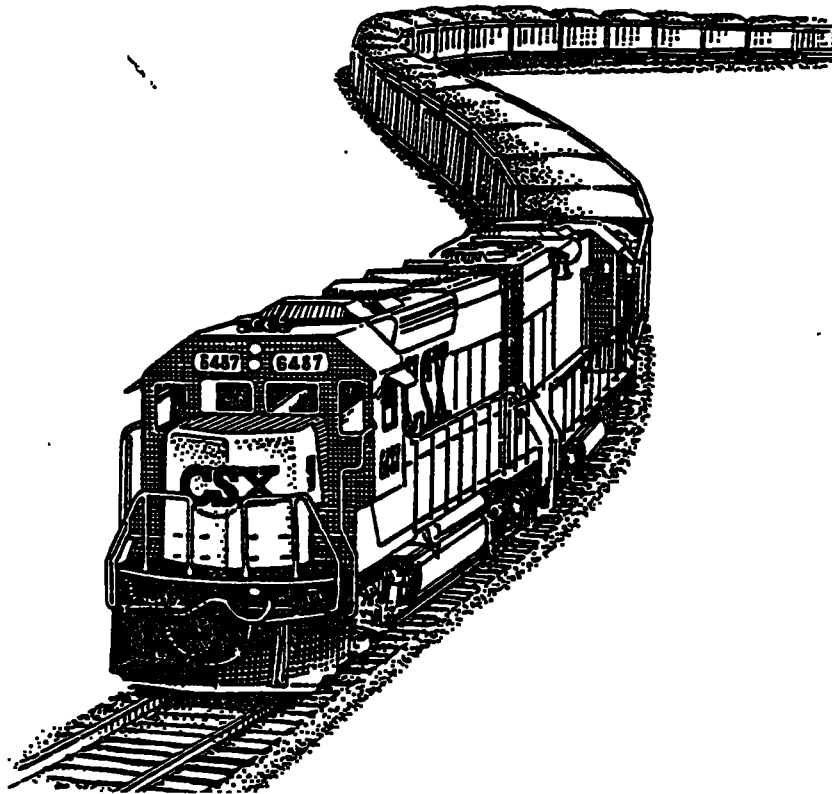
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Class I Railroad Annual Report

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



To the
Surface Transportation Board
For the Year Ending December 25, 1998

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 25, 1998

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 and 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
- Cybernetics & Systems, Inc.
- Dayton and Michigan Railroad Company
- DOCP Holdings, Inc.
- Energy Resources and Logistics, Inc.
- FGMR, Inc.
- Fruit Growers Express Company
- 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
- Harborshore at Boca Bay Development Corporation
- 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
- The Neville Island Terminal Railway Company
- 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
- RDC Holdings, Inc.
- Richmond, Fredericksburg and Potomac Railway Company
- Seaboard Coast Line Railway Supplies, Inc.
- Staten Island - Arlington, Inc.
- The Staten Island Railroad Corporation
- Terminal Realty Baltimore Co.
- Terminal Realty Baltimore Second Co.
- The Three Rivers Railway Company
- The Toledo Ore Railroad Company
- Transkentucky Transportation Railroad, 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 or 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 company was merged into CSX Transportation, Inc.:
The Cleveland Terminal & Valley Railroad Company

STOCKHOLDERS REPORTS

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

Check appropriate box:

- ☐ Two copies are attached to this report.
- ☐ Two copies will be submitted _____ (date)
- ☒ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$ 20 per share, first preferred \$ _____ per share, second preferred \$ _____ per share, debenture stock \$ _____ per share.
2. State whether or not each share of stock has the right to one vote. If not, give full particulars in a footnote Yes
3. Are voting rights proportional to holdings: Yes
If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stocks No. If so, name in a footnote each security other than stock to which voting rights are attached as of the close of the year, and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method No. If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing
Books Not Closed
7. State the total voting power of all security holders of the respondent at the date of such closing if within one year of the date of such filing; if not, state as of the close of the year 9,061,038 votes as of (date) December 25, 1998
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 First (f)	
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent: 9,061,038
votes cast.
11. Give the date of such meeting: by unanimous written consent March 10, 1998
12. Give the place of such meeting: _____

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: \$ None

- (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 25, 1998 and December 26, 1997.

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 25, 1998.

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)	Dr (Cr) to
				to Income	Stockholders
(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 \$ 30 million in 1998, and \$ 38 million in 1997. During 1998 and 1996, CSXT received \$38 million (\$24 million after tax) and \$113 million (\$70 million after tax), respectively, in pension assets from CSX through capital contributions.

CSX and its subsidiaries, including Respondent, sponsor defined benefit pension plans principally for salaried employees. The plans provide for eligible employees to receive benefits primarily based on years of service and compensation rates near retirement. Annual contributions to the plans are sufficient to meet the minimum funding standards set forth in the Employee Retirement Income Security Act of 1974, as amended.

Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements of Respondent and subsidiary companies. Respondent matches 50% of each participating employee's contribution, which is limited to 3% of their annual compensation. Respondent contributes fixed amounts for participating employees covered by certain collective bargaining agreements. Expense for these plans was \$15 million for 1998 and \$ 18 million for 1997.

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 \$154 million, and \$ 152 million were made to these plans in 1998, and 1997, 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 25, 1998 and December 26, 1997, accounts receivable sold under this agreement totaled \$ 842 million and \$ 664 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 25, 1998, and December 26, 1997 accounts receivable sold under this agreement totaled \$ 47 million. The net costs associated with the sales of receivables were \$ 58 million in 1998 and \$ 57 million in 1997.

11. 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 25, 1998 and December 26, 1997 approximately \$140 and \$150 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. Returns for 1991 and 1993 are currently under examination. Management believes adequate provision has been made for any adjustments that might be assessed.

12. Included in Account 702 "Temporary Cash Investments" at December 25, 1998 and December 26, 1997, is \$ 229 million and \$ 496 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.

13. No long-term borrowings from CSX were outstanding during either 1998 or 1997.

14. 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 \$ 90 million at December 25, 1998.

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 25, 1998, \$ 90 million was outstanding under the agreement. Interest on the loan is payable monthly at .25% over the LIBOR rate, and was 5.87% at December 25, 1998. Interest expense related to the loan was \$5 million for each of the fiscal years ended December 25, 1998 and December 26, 1997.

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 CSX. CSXT repaid the \$19 million advances due to CSX in December 1996.

15. 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 25, 1998, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 176 million for 1999, \$ 141 million for 2000, \$ 131 million for 2001, \$ 125 million for 2002, \$ 133 million for 2003, and \$ 5781 million thereafter.

16. During 1998, CSXT recorded a restructuring credit of \$30 million, reflecting the reversal of certain separation and labor protection reserves established as part of a 1995 restructuring charge. These reserves were associated with planned work-force reductions that are no longer anticipated as a result of a new telecommunications contract entered into in July 1998.

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 - Continued

NOTES TO FINANCIAL STATEMENTS

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	22,966	25,286	31
32		753	Audited Accounts and Wages	44,515	90,924	32
33		754	Other Accounts Payable	33,664	44,008	33
34		755, 756	Interest and Dividends Payable	14,744	14,603	34
35		757	Payables to Affiliated Companies	175,287	160,339	35
36		759	Accrued Accounts Payable	781,395	760,210	36
37		760, 761, 761.5, 762	Taxes Accrued	69,405	(34,889)	37
38		763	Other Current Liabilities	194,576	218,701	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	116,274	71,674	39
40			TOTAL CURRENT LIABILITIES	1,452,826	1,350,856	40
			Non-Current Liabilities			
41		765, 767	Funded Debt Unmatured	106,839	126,168	41
42		766	Equipment Obligations	767,011	699,834	42
43		766.5	Capitalized Lease Obligations	97,098	105,232	43
44		768	Debt in Default			44
45		769	Accounts Payable: Affiliated Companies	6,827	2,926	45
46		770.1, 770.2	Unamortized Debt Premium	(899)	(1,047)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,775,798	2,582,387	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,179,486	1,260,461	50
51			TOTAL NONCURRENT LIABILITIES	4,932,160	4,775,961	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)	1,293,218	1,262,511	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	4,090,459	3,855,083	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	5,564,898	5,298,815	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	11,949,884	11,425,632	62

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	228,906	496,262	2
3		703	Special Deposits	6	52	3
			Accounts Receivable			
4		704	- Loan and Notes	26,634	4,917	4
5		705	- Interline and Other Balances	10,450	8,826	5
6		706	- Customers	1,550	0	6
7		707	- Other	8,621	4,967	7
8		709, 708	- Accrued Accounts Receivables	139,371	128,697	8
9		708.5	- Receivables from Affiliated Companies	2,983	1,649	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(20,038)	(20,678)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	159,326	118,715	11
12		712	Materials and Supplies	170,841	131,263	12
13		713	Other Current Assets	53,699	44,243	13
14			TOTAL CURRENT ASSETS	782,349	918,913	14
			Other Assets			
15		715, 716, 717	Special Funds	263	494	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	224,205	208,357	16
17		722, 723	Other Investments and Advances	9,387	22,221	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) \$	187,904	198,701	19
20		739, 741	Other Assets	262,052	240,127	20
21		743	Other Deferred Debits	67,705	71,957	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	751,516	741,857	23
			Road and Equipment			
24		731, 732	Road (Schedule 330) L-30 Col. h & b	9,802,613	9,398,622	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	4,761,680	4,400,097	25
26		731, 732	Unallocated Items	402,301	204,163	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,550,575)	(4,238,020)	27
28			NET ROAD AND EQUIPMENT	10,416,019	9,764,862	28
29			TOTAL ASSETS	11,949,884	11,425,632	29

NOTES AND REMARKS

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	3,832,017	23,066	1
2		(601.5) Prior period adjustments to beginning retained earnings	0		2
		CREDITS			
3		(602) Credit balance transferred from income	370,035	8,293	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	370,035	8,293	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	142,952		11
12		Preferred stock (1)			12
13		TOTAL	142,952	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	227,083	8,293	14
15		Balances at close of year (lines 1, 2 and 14)	4,059,100	31,359	15
16		Balances from line 15(c)	31,359	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	4,090,459	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year—\$ NONE			19
20		Debits during year—\$ NONE			20
21		Balance at close of year—\$ NONE			21
		Amount of assigned Federal income tax consequences:			
22		Account 606—\$ NONE			22
23		Account 616—\$ NONE			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK
(Dollars in thousands)

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

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

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year			9,061,038	181,221			1,262,511	11
12	Capital Stock Sold 1								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution from Parent							30,707	15
16									16
17	Balance at close of year	0	0	9,061,038	181,221	0	0	1,293,218	17

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

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	378,328	624,911	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	18,650	16,471	11
12		Depreciation and amortization expenses	448,191	433,791	12
13		Increase (decrease) provision for deferred income taxes	184,384	156,081	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates			14
15		(Increase) decrease in accounts receivable	(32,045)	(56,487)	15
16		(Increase) decrease in materials and supplies, and other current assets	(103,455)	(8,265)	16
17		Increase (decrease) in current liabilities other than debt	176,048	8,484	17
18		Increase (decrease) in other-net	(68,649)	(77,995)	18
19		Net cash provided from continuing operations	1,001,432	1,096,991	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	1,001,432	1,096,991	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	5,218	28,492	22
23		Capital expenditures	(1,211,680)	(712,047)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	18,690	217,015	25
26		Purchase price of long-term investment and advances	(7,898)	(262,315)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other-net	(26,865)	11,144	28
29		NET CASH USED IN INVESTING ACTIVITIES	(1,222,535)	(717,711)	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	165,670	81,871	30
31		Principal payments of long-term debt	(71,989)	(74,544)	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)	(138,000)	34
35		Other-net - Proceeds from sale/leaseback transaction	(1,834)	(2,116)	35
36		NET CASH FROM FINANCING ACTIVITIES	(46,253)	(132,789)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(267,356)	246,491	37
38		Cash and cash equivalents at beginning of year	496,262	249,771	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR	228,906	496,262	39
		Footnotes to Schedule 240			
		Cash paid during the year for			
40		Interest (net of amount capitalized)*	77,439	69,732	40
41		Income taxes (net) *	44,300	232,442	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

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

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	10,450	1
2	Customers (706)	Schedule 200, line 6, column b	1,550	2
3	Other (707)	Note A	8,056	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	20,056	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,956,393	5
6	Rent Income	Note B	145,387	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	5,101,780	7
8	Average Daily Operating Revenues	Line 7 + 360 days	14,172	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 + Line 8	1.42	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	16.42	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	22,966	11
12	Audited Accounts and Wages Payable (753)	Note A	176,388	12
13	Accounts Payable-Other (754)	Note A	26,305	13
14	Other Taxes Accrued (761.5)	Note A	67,864	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	293,523	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	4,146,692	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	453,379	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3,838,700	18
19	Average Daily Expenditures	Line 18 + 360 days	10,663	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 + line 19	28	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	228,906	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	148,242	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	2,341	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	145,901	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	145,901	28

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

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

(C) If result is negative, use zero.

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos 715, "Sinking Funds", 716, "Capital Funds", 721, "Investments and Advances Affiliated Companies", and 717, "Other Funds".
2. Entries in this schedule should be made in accordance with the definitions and general instructions given on Page 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).
3. Indicate by means of an arbitrary mark in column (d) the obligations in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19 ____ to 19 ____". Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of control (e)	Line No.
1	721	A-1	VII	Augusta & Summerville Railroad Co.	50.00	1
2	721	A-1	VII	The Belt Rwy. Company of Chicago	25.00	2
3	721	A-1	VII	Central RR of S.C.	36.47	3
4	721	A-1	VII	Central Transfer Railway & Storage Co.	50.00	4
5	721	A-1	VII	Chatham Terminal Co.	50.00	5
6	721	A-1	VII	Four Rivers Transportation	35.00	6
7	721	A-1	VII	Lakefront Dock RR Terminal Co.	50.00	7
8	721	A-1	VII	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 South end 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 1/1/86		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

Investments and advances							Dividends or	Line No.
Line No.	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)	Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	interest credited to income (l)	
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			4,706	19
20	24,604	3,266		27,870				20
21	20			20				21
22	2,000			2,000				22
23	2,253	1,056		3,309				23
24	14,973	2,475		17,448				24
25	50			50				25
26	84,571	6,797		91,368			4,706	26
27	116,003	6,797		122,800			5,372	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

318. 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) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	19,063		4,166	14,897			1,132	1
2	1,966			1,966			148	2
3				0				3
4	21,029	0	4,166	16,863			1,280	4
5								5
6	107	15	2	120			5	6
7	3			3				7
8	575			575				8
9	480			480				9
10	1,165	15	2	1,178			5	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	1,749	1,136	682	2,203				17
18	43,421			43,421				18
19				0				19
20	45,180	1,136	682	45,634				20
21	46,381	1,151	684	46,848				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	116,003	6,797		122,800			5,372	35
36	378			378				36
37	21,029	0	4,166	16,863			1,280	37
38	46,381	1,151	684	46,848			5	38
39				0				39
40	183,791	7,948	4,850	186,889		0	6,657	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.

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

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definition of "carrier" and "noncarrier", see general instructions.

Line No.	Name of issuing company and description of security held (e)	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.
1	Carriers: (List specifics for each company)	6,884		270			7,154	1
2	Winston-Salem Southbound Rwy. Co.-Stock	3,659		2,297			5,956	2
3	Four Rivers Transportation - Stock		4,457				4,457	3
4	Trailer Train Co.							4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	10,543	4,457	2,567		0	17,567	13
14	Noncarrier (List specifics for each company)							14
15	Helm Atlantic Assoc.	17,153		6,782			23,935	15
16	Richmond Center Assoc.	(3,130)		(1,056)			(4,186)	16
17		0					0	17
18		0					0	18
19	Total Non-Carriers	14,023	0	5,726	0	0	19,749	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	24,566	4,457	8,293		0	37,316	27

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 Southern Rwy. Co.
Line 22 - Helm Financial Corp.
Line 23 - River View II Associates
Line 24 - Various Companies

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	193,639			1
2		(3) Grading	586,184			2
3		(4) Other right-of-way expenditures	3,439			3
4		(5) Tunnels and subways	68,584			4
5		(6) Bridges, trestles, and culverts	835,134			5
6		(7) Elevated structures				6
7		(8) Ties	2,036,863			7
8		(9) Rail and other track material	2,628,604			8
9		(11) Ballast	1,219,080			9
10		(13) Fences, snow sheds, and signs	6,276			10
11		(16) Station and office buildings	379,434			11
12		(17) Roadway buildings	18,903			12
13		(18) Water stations				13
14		(19) Fuel stations	30,838			14
15		(20) Shops and enginehouses	274,845			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	3,990			17
18		(24) Coal and ore wharves	162,860			18
19		(25) TOFC/COFC terminals	108,806			19
20		(26) Communication systems	55,367			20
21		(27) Signals and interlockers	641,049			21
22		(28) Power plants	1,313			22
23		(31) Power-transmission systems	25,602			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	155,873			25
26		(39) Public improvements - Construction	79,255			26
27		(44) Shop machinery	90,747			27
28		(46) Power-plant machinery	2,369			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	9,398,622	0		30
31		(52) Locomotives	1,910,173			31
32		(53) Freight-train cars	2,161,440			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	38,309			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	77,006			36
37		(58) Miscellaneous equipment	184,929			37
38		(59) Computer systems and word processing equipment	38,465			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	4,400,097	0		39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	204,163	4,905		42
43		GRAND TOTAL	14,002,882	4,905	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		826	10,602	(9,776)	183,763	1
2		23,009	7,532	15,477	601,661	2
3		183	40	143	3,682	3
4		93	110	(17)	68,547	4
5		14,820	5,315	9,605	644,739	5
6				0	0	6
7		125,581	58,249	67,332	2,104,195	7
8		181,788	43,052	138,716	2,767,220	8
9		38,062	13,152	24,910	1,243,990	9
10		3,448	101	3,347	9,622	10
11		14,594	1,427	13,167	392,601	11
12		27	21	6	18,909	12
13				0	0	13
14		3,554	162	3,392	34,230	14
15		7,325	995	6,330	280,975	15
16				0	0	16
17				0	3,990	17
18		1,068	3,315	(2,247)	150,603	18
19				0	108,805	19
20		5,854		5,854	61,221	20
21		119,740	9,566	110,174	751,223	21
22			3	(3)	1,310	22
23		1,116		1,116	26,718	23
24				0	0	24
25		9,475	3,701	5,774	161,647	25
26		8,396	2,256	6,140	85,395	26
27		4,851	300	4,551	95,298	27
28				0	2,369	28
29				0	0	29
30		563,890	159,899	403,991	9,802,513	30
31		189,092	(4,581)	193,673	2,103,846	31
32		155,026	12,506	142,520	2,293,960	32
33				0	621	33
34			(21,645)	21,645	59,954	34
35				0	1,154	35
36		(84)	(453)	369	77,375	36
37		13,842	10,793	3,049	187,978	37
38		327		327	36,792	38
39		358,203	(3,380)	361,583	4,761,630	39
40				0	0	40
41				0	0	41
42		193,233		198,138	402,301	42
43		1,116,326	156,519	963,712	14,966,594	43

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

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

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

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

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

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

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual	Depreciation base		Annual	
		1/1 At beginning of year (b)	12/1 At close of year (c)	composite rate (percent) (d)	At beginning of year (e)	At close of year (f)	composite rate (percent) (g)	
ROAD								
1	(3) Grading	586,184	601,661	1.23	4,983	4,983		1
2	(4) Other right-of-way expenditures	3,439	3,582	1.53	1	1		2
3	(5) Tunnels and subways	68,564	68,547	1.23				3
4	(6) Bridges, trestles, and culverts	635,134	644,739	1.39	1,878	1,878		4
5	(7) Elevated structures							5
6	(8) Ties	2,036,863	2,104,195	4.38	1,170	1,170		6
7	(9) Rail and other track material	2,628,504	2,767,220	4.41	2,702	2,702		7
8	(11) Ballast	1,219,080	1,243,990	2.75	1,968	1,968		8
9	(13) Fences, snowsheds, and signs	6,275	9,622	2.00	23	23		9
10	(16) Station and office buildings	379,434	392,601	2.39	548	548		10
11	(17) Roadway buildings	18,903	18,909	2.44	3	3		11
12	(18) Water stations							12
13	(19) Fuel stations	30,838	34,230	3.57				13
14	(20) Shops and enginehouses	274,645	280,975	2.27	3	3		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	3,990	3,990	3.25				16
17	(24) Coal and ore wharves	152,850	150,603	1.63				17
18	(25) TOFC/COFC terminals	108,805	108,805	2.86				18
19	(26) Communication systems	55,367	61,221	14.29				19
20	(27) Signals and interlockers	641,049	751,223	2.51	240	240		20
21	(29) Power plants	1,313	1,310	2.56				21
22	(31) Power-transmission systems	25,802	26,718	1.43				22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines	155,873	161,647	5.29	11	11		24
25	(39) Public improvements - Construction	79,255	85,395	1.39				25
26	(44) Shop machinery	90,747	95,298	3.70				26
27	(45) Power-plant machinery	2,369	2,369	3.13				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	9,205,083	9,618,850		13,530	13,530		30
EQUIPMENT								
31	(52) Locomotives	1,910,173	2,103,846	4.30				31
32	(53) Freight-train cars	2,151,440	2,293,960	3.90				32
33	(54) Passenger-train cars	621	621					33
34	(55) Highway revenue equipment	38,309	59,954	9.14				34
35	(56) Floating equipment	1,154	1,154	2.13				35
36	(57) Work equipment	77,006	77,375	2.93				36
37	(58) Miscellaneous equipment	184,929	187,978	10.07				37
38	(59) Computer systems and word processing equipment	36,465	36,792	14.29				38
39	TOTAL EQUIPMENT	4,400,097	4,761,680		0	0		39
40	GRAND TOTAL	13,605,180	14,380,530	N/A	13,530	13,530	N/A	40

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

335. ACCUMULATED DEPRECIATION- ROAD AND EQUIPMENT OWNED AND USED

(Dollars in thousands)

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

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

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

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

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

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	146,627	6,023		7,566		145,084	1
2		(4) Other right-of-way exp'ditures	1,500	17		40		1,477	2
3		(5) Tunnels and subways	21,033	578		110		21,501	3
4		(6) Bridges, trestles, and culverts	119,473	8,560		5,153		122,880	4
5		(7) Elevated structures	0					0	5
6		(8) Ties	832,853	104,706		66,531		871,028	6
7		(9) Rail and other track material	556,515	52,893		38,309		571,099	7
8		(11) Ballast	389,746	31,851		12,754		408,843	8
9		(13) Fences, snowsheds, and signs	6,068	113		106		6,075	9
10		(16) Station and office buildings	88,377	9,906		1,369		96,914	10
11		(17) Roadway buildings	10,314	181		21		10,474	11
12		(18) Water stations	0					0	12
13		(19) Fuel stations	7,934	1,177		162		8,949	13
14		(20) Shops and enginehouses	123,184	5,194		993		127,385	14
15		(22) Storage warehouses	0					0	15
16		(23) Wharves and docks	1,289	39				1,328	16
17		(24) Coal and ore wharves	111,014	2,556		2,834		110,736	17
18		(25) TOFC/COFC terminals	29,279	3,212				32,491	18
19		(26) Communication systems	23,054	7,349		0		30,403	19
20		(27) Signals and interlockers	144,798	16,344		9,706		151,438	20
21		(29) Power plants	554	9				563	21
22		(31) Power-transmission systems	8,253	316		3		8,566	22
23		(35) Miscellaneous structures	0					0	23
24		(37) Roadway machines	(1,124)	3,254		2,894		(764)	24
25		(39) Public improvements-Const.	10,862	918		2,227		9,553	25
26		(44) Shop machinery	23,537	3,577		240		26,874	26
27		(45) Power-plant machinery	2,958	(81)				2,877	27
28		All other road accounts	0					0	28
29		Amortization (Adjustments)		(21,012)				(21,012)	29
30		TOTAL ROAD	2,658,098	237,680		151,018		2,744,760	30
		EQUIPMENT							
31	*	(52) Locomotives	591,681	89,117		(11,101)		691,899	31
32	*	(53) Freight-train cars	854,880	85,454		11,212		929,122	32
33	*	(54) Passenger-train cars	0					0	33
34	*	(55) Highway revenue equipment	37,617			(16,537)		54,154	34
35	*	(56) Floating equipment	119	25				144	35
36	*	(57) Work equipment	4,272	2,257		(942)		7,471	36
37	*	(58) Miscellaneous equipment	67,286	20,694		7,120		80,860	37
38		(59) Computer systems and word processing equipment	24,067	5,201		54		29,214	38
39	*	Amortization (Adjustments)		12,951				12,951	39
40		TOTAL EQUIPMENT	1,579,922	215,699		(10,194)		1,805,815	40
41		GRAND TOTAL	4,238,020	453,379		140,824		4,550,575	41

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

2276
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106

121

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 *							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.

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)		
1		ROAD							1
2		(3) Grading							2
3		(4) Other right-of-way expenditures							3
4		(5) Tunnels and subways							4
5		(6) Bridges, trestles & culverts							5
6		(7) Elevated structures							6
7		(8) Ties							7
8		(9) Rail & other track material							8
9		(11) Ballast							9
10		(13) Fences snow sheds & signs							10
11		(16) Station & office buildings							11
12		(17) Roadway buildings							12
13		(18) Water stations							13
14		(19) Fuel stations							14
15		(20) Shops & enginehouses							15
16		(22) Storage warehouses							16
17		(23) Wharves & docks							17
18		(24) Coal & ore wharves							18
19		(25) TOFC/COFC terminals							19
20		(26) Communication systems							20
21		(27) Signals & interlockers							21
22		(29) Power plants							22
23		(31) Power-transmission systems							23
24		(35) Miscellaneous structures							24
25		(37) Roadway machines							25
26		(39) Public improvements-const.							26
27		(44) Shop machinery *							27
28		(45) Power-plant machinery							28
29		All other road accounts							29
30		TOTAL ROAD							30
31		EQUIPMENT							31
32		(52) Locomotives							32
33		(53) Freight-train cars							33
34		(54) Passenger-train cars							34
35		(55) Highway revenue equipment							35
36		(56) Floating equipment							36
37		(57) Work equipment							37
38		(58) Miscellaneous equipment							38
39		(59) Computer systems and word processing equipment							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

Included in Schedule 335

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.

NOTES AND REMARKS FOR SCHEDULE 342

Dollars in Thousands

() = Debit

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

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

2. Show in columns (b) and (c), for each property account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute the depreciation for December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

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

5. If the total road leased to others is less than 5% of the total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit. However, line 39, Grand Total, should be completed.

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

Included in Schedule 332

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in thousands)

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

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

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

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

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

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

Included in Schedule 335

352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)
(Dollars in thousands)

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

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

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

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

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

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

Line No.	Class (See ins. 2) (a)	Name of company (b)	Miles of road (see ins. 4) (whole number) (c)	Investments in property (see ins. 5) (d)	Depreciation & amortization of defense projects (see ins. 6) (e)	Line No.
1	R	CSX Transportation and Subs	16,007	14,966,594	4,550,575	1
2						2
3						3
4	P	Augusta and Summerville RR Co.		381	139	4
5	P	High Point, Thomasville & Denton RR Co.	34	9,888	4,900	5
6	P	Lake Front Dock and RR Terminal Co.		14,987	8,937	6
7	P	Winston-Salem Southbound Rwy. Co.		28,230	13,694	7
8						8
9			34	53,486	27,670	9
10						10
11	O	Chicago, Rock Island & Pacific RR	86	n/a		11
12	O	Central RR of South Carolina	40	468		12
13	O	Dayton & Michigan RR	139	899		13
14	O	Norfolk & Southern RR	6	n/a		14
15	O	Strouds Creek & Muddlety RR	20	256	7	15
16	O	Southern Rwy	9	262		16
17	O	Mt. Storm RR (Virginia Elec. Co)	15	3,158		17
18	O	Washington & Franklin	32	520	27	18
19	O	Western & Atlantic RR	137	7,915	1,368	19
20	O	U. S. Steel Corp	2	159		20
21			486	13,637	1,402	21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	16,527	15,033,717	4,579,647	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	183,763		1,457	107	1
2		(3) Grading	601,661		4,599	4,983	2
3		(4) Other right-of-way expenditures	3,582		227	1	3
4		(5) Tunnels and subways	68,547				4
5		(6) Bridges, trestles, and culverts	644,739		1,204	1,878	5
6		(7) Elevated structures					6
7		(8) Ties	2,104,195		13,137	1,170	7
8		(9) Rail and other track material	2,767,220		14,303	2,702	8
9		(11) Ballast	1,243,990		7,353	1,968	9
10		(13) Fences, snow sheds, and signs	9,622		44	23	10
11		(16) Station and office buildings	392,601		1,004	548	11
12		(17) Roadway buildings	18,909		4	3	12
13		(18) Water stations					13
14		(19) Fuel stations	34,230				14
15		(20) Shops and enginehouses	280,975		37	3	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	3,990				17
18		(24) Coal and ore wharves	150,603		8,342		18
19		(25) TOFC/COFC terminals	108,805		2		19
20		(26) Communication systems	61,221		3		20
21		(27) Signals and interlockers	751,223		764	240	21
22		(29) Power plants	1,310				22
23		(31) Power-transmission systems	26,718		191		23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	161,647		196		25
26		(39) Public improvements - Construction	85,395		454	11	26
27		(44) Shop machinery	95,298				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	9,802,613		53,321	13,637	31
32		(52) Locomotives	2,103,846				32
33		(53) Freight-train cars	2,293,960		7		33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	59,954				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	77,375				37
38		(58) Miscellaneous equipment	187,978		158		38
39		(59) Computer systems & word processing equipment	36,792				39
40		TOTAL EQUIPMENT	4,761,680		165	0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	402,301				43
44		GRAND TOTAL	14,966,594		53,486	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 (j)
 = Line 2, column (j)
 = Line 3, column (j)
 = Line 4, column (j)
 = Line 5, column (j)
 = Line 6, column (j)
 = Line 7, column (j)
 = Line 8, column (j)
 = Line 9, column (j)
 = Line 10, column (j)
 = Line 11, column (j)

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

410. RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools supplies, fuels & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES ADMINISTRATION								
1		Track	9,669	1,964	4,963	777	17,373		17,373	1
2		Bridge and Buildings	5,115	445	258	215	6,033		6,033	2
3		Signal	6,296	332	4,950	5,812	17,390		17,390	3
4		Communication	523	22	110	686	1,341		1,341	4
5		Other	15,554	2,782	10,430	13,204	41,970		41,970	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	9,258	16,521	8,459	650	34,888		34,888	6
7		Roadway - Switching	3,268	2,703	1,453	61	7,485		7,485	7
8		Tunnels and Subways - Running	47	0	249		296		296	8
9		Tunnels and Subways - Switching	21	429	0		450		450	9
10		Bridges and Culverts - Running	8,850	3,156	1,739	2,436	16,181		16,181	10
11		Bridges and Culverts - Switching	169	0	11		180		180	11
12		Ties - Running	2,173	6	169	102	2,450		2,450	12
13		Ties - Switching	1,425	107	1	52	1,585		1,585	13
14		Rail and other track material - Running	21,714	17,384	16,378	(115)	55,361		55,361	14
15		Rail and other track material - Switching	5,449	1,414	104		6,967		6,967	15
16		Ballast - Running	11,904	859	787	1,016	14,566		14,566	16
17		Ballast - Switching	975	46	0	21	1,042		1,042	17
18		Road Property Damaged - Running	2,309	115	1	32	2,457		2,457	18
19		Road Property Damaged - Switching	176	(295)	5	(47)	(161)		(161)	19
20		Road Property Damaged - Other					0		0	20
21		Signals and Interlockers - Running	24,753	12,449	7,449	2,403	47,054		47,054	21
22		Signals and Interlockers - Switching	7,727	1,163	12		8,902		8,902	22
23		Communications Systems	13,677	5,029	335	348	19,389		19,389	23
24		Power Systems	865		0		865		865	24
25		Highway Grade Crossings - Running	6,894	413	920	15	8,242		8,242	25
26		Highway Grade Crossings - Switching	224	3	0	3	230		230	26
27		Station and Office Buildings	5,760	906	4,749	681	12,096		12,096	27
28		Shop Buildings - Locomotives	1,226	754	905	34	2,919		2,919	28
29		Shop Buildings - Freight Cars	1,071	933	993	32	3,029	N/A	3,029	29
30		Shop Buildings - Other Equipment	1,900	1,627	3,182		6,709		6,709	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)			
101		REPAIR AND MAINTENANCE - Continued								
102		Locomotive Servicing Facilities	263	137	34		434		434	101
103		Miscellaneous Buildings and Structures	705	46	40	97	888		888	102
104		Coal Terminals		414	399		813	N/A	813	103
105		Ore Terminals	632	306	250		1,188	N/A	1,188	104
106		Other Marine Terminals	0	84	266		350	N/A	350	105
107		TOFC/COFC - Terminals	45	127	0		172	N/A	172	106
108		Motor Vehicle Loading and Distribution Facilities	0	1	1		2	N/A	2	107
109		Facilities for Other Specialized Service Operations	0	8	0		8	N/A	8	108
110		Roadway Machines	9,566	24,130	1,283	(28,364)	6,615		6,615	109
111		Small Tools and Supplies	270	(3,056)	42	15	(2,729)		(2,729)	110
112		Snow Removal	811	24	4	6	845		845	111
113		Fringe Benefits - Running	N/A	N/A	N/A	47,827	47,827		47,827	112
114		Fringe Benefits - Switching	N/A	N/A	N/A	156	156		156	113
115		Fringe Benefits - Other	N/A	N/A	N/A	31,055	31,055		31,055	114
116		Casualties and Insurance - Running	N/A	N/A	N/A	24,503	24,503		24,503	115
117		Casualties and Insurance - Switching	N/A	N/A	N/A		0		0	116
118	*	Casualties and Insurance - Other	N/A	N/A	N/A	1,924	1,924		1,924	117
119	*	Lease Rentals - Debit - Running	N/A	N/A	25,830	N/A	25,830		25,830	118
120	*	Lease Rentals - Debit - Switching	N/A	N/A	N/A	N/A	0		0	119
121	*	Lease Rentals - Debit - Other	N/A	N/A	9,412	N/A	9,412		9,412	120
122	*	Lease Rentals - (Credit) - Running	N/A	N/A	(22,224)	N/A	(22,224)		(22,224)	121
123	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0		0	122
124		Lease Rentals - (Credit) - Other	N/A	N/A	(1,070)	N/A	(1,070)		(1,070)	123
125		Joint Facility Rent - Debit - Running	N/A	N/A	(85)	N/A	(85)		(85)	124
126		Joint Facility Rent - Debit - Switching	N/A	N/A	0	N/A	0		0	125
127		Joint Facility Rent - Debit - Other	N/A	N/A	0	N/A	0		0	126
128		Joint Facility Rent - (Credit) - Running	N/A	N/A	0	N/A	0		0	127
129		Joint Facility Rent - (Credit) - Switching	N/A	N/A	24	N/A	24		24	128
130	*	Joint Facility Rent - (Credit) - Other	N/A	N/A	(13)	N/A	(13)		(13)	129
131	*	Other Rents - Debit - Running	N/A	N/A		N/A	0		0	130
132	*	Other Rents - Debit - Switching	N/A	N/A		N/A	0		0	131
133	*	Other Rents - Debit - Other	N/A	N/A		N/A	0		0	132
		Other Rents - (Credit) - Running	N/A	N/A		N/A	0		0	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)			
		REPAIR AND MAINTENANCE - Continued								
134	*	Other Rents - (Credit) - Switching	N/A	N/A		N/A	0			0 134
135	*	Other Rents - (Credit) - Other	N/A	N/A		N/A	0			0 135
136	*	Depreciation - Running	N/A	N/A	N/A	184,280	184,280	N/A	184,280	136
137	*	Depreciation - Switching	N/A	N/A	N/A		0	N/A		0 137
138	*	Depreciation - Other	N/A	N/A	N/A	49,739	49,739	N/A	49,739	138
139		Joint Facility - Debit - Running	N/A	N/A		N/A	0	N/A		0 139
140		Joint Facility - Debit - Switching	N/A	N/A		N/A	0	N/A		0 140
141		Joint Facility - Debit - Other	N/A	N/A		N/A	0	N/A		0 141
142		Joint Facility - (Credit) - Running	N/A	N/A	(4)	N/A	(4)			(4) 142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(251)	N/A	(251)			(251) 143
144		Joint Facility - (Credit) - Other	N/A	N/A	(10,995)	N/A	(10,995)			(10,995) 144
145		Dismantling Retired Road Property - Running	540	23		30	593			593 145
146		Dismantling Retired Road Property - Switching	1				1			1 146
147		Dismantling Retired Road Property - Other	0		0		0			0 147
148		Other - Running	2,184	952	9,500	78	12,714		12,714	148
149		Other - Switching	99	33			132		132	149
150		Other - Other	286	114		(4,502)	(4,102)		(4,102)	150
151		TOTAL WAY AND STRUCTURES	184,394	94,610	81,055	335,262	695,321	0	695,321	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	5,749	828	7,061	1,770	15,408		15,408	201
202	*	Repair and Maintenance	55,158	109,341	5,064	1,180	170,743		170,743	202
203	*	Machinery Repair	748	466	257		1,471		1,471	203
204		Equipment Damaged	118		2		120		120	204
205		Fringe Benefits	N/A	N/A	N/A	32,532	32,532		32,532	205
206		Other Casualties and Insurance	N/A	N/A	N/A	23,739	23,739		23,739	206
207	*	Lease Rentals - Debit	N/A	N/A	27,349	N/A	27,349		27,349	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(92)	N/A	(92)		(92)	208
209		Joint Facility Rent - Debit	N/A	N/A		N/A	0		0	209
210		Joint Facility Rent - (Credit)	N/A	N/A		N/A	0		0	210
211	*	Other Rents - Debit	N/A	N/A		N/A	0		0	211
212	*	Other Rents - (Credit)	N/A	N/A	(632)	N/A	(632)		(632)	212
213	*	Depreciation	N/A	N/A	N/A	95,932	95,932		95,932	213
214		Joint Facility - Debit	N/A	N/A		N/A	0		0	214
215		Joint Facility - (Credit)	N/A	N/A		N/A	0		0	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A		N/A	0		0	216

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)			
		LOCOMOTIVES - Continued					0			
217		Dismantling Retired Property				(17,553)	(17,553)		0	217
218		Other							(17,553)	218
219		TOTAL LOCOMOTIVES	61,773	110,635	39,009	137,600	349,017		349,017	219
		FREIGHT CARS								
220		Administration	11,831	(6,429)	4,762	8,608	18,772	N/A	18,772	220
221	*	Repair and Maintenance	60,730	59,735	34,105	(19,966)	134,604	N/A	134,604	221
222	*	Machinery Repair	1,721	1,175	1,341	2	4,239	N/A	4,239	222
223		Equipment Damaged	(15)	(832)	5,223		4,376	N/A	4,376	223
224		Fringe Benefits	N/A	N/A	N/A	31,841	31,841	N/A	31,841	224
225		Other Casualties and Insurance	N/A	N/A	N/A	40,612	40,612	N/A	40,612	225
226	*	Lease Rentals - Debit	N/A	N/A	107,757	N/A	107,757	N/A	107,757	226
227	*	Lease Rentals - (Credit)	N/A	N/A		N/A	0	N/A	0	227
228		Joint Facility Rent - Debit	N/A	N/A		N/A	0	N/A	0	228
229		Joint Facility Rent - (Credit)	N/A	N/A		N/A	0	N/A	0	229
230	*	Other Rents - Debit	N/A	N/A	319,298	N/A	319,298	N/A	319,298	230
231	*	Other Rents - (Credit)	N/A	N/A	(101,451)	N/A	(101,451)	N/A	(101,451)	231
232	*	Depreciation	N/A	N/A	N/A	93,824	93,824	N/A	93,824	232
233		Joint Facility - Debit	N/A	N/A		N/A	0	N/A	0	233
234		Joint Facility - (Credit)	N/A	N/A		N/A	0	N/A	0	234
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(50,450)	N/A	(50,450)	N/A	(50,450)	235
236		Dismantling Retired Property					0	N/A	0	236
237		Other			(7,301)	2	(7,299)	N/A	(7,299)	237
238		TOTAL FREIGHT CARS	74,267	53,849	313,284	154,923	596,123	N/A	596,123	238
		OTHER EQUIPMENT								
301		Administration	1,802	27	720	32	2,581	N/A	2,581	301
302	*	Repair and Maintenance								
303	*	Trucks, Trailers, and Containers - Revenue Service			326		326	N/A	326	302
304	*	Floating Equipment - Revenue Service					0	N/A	0	303
305	*	Passenger and Other Revenue Equipment			0		0		0	304
306	*	Computer systems and word processing equip.		0	0		0		0	305
307	*	Machinery		0	0	0	0		0	306
308	*	Work and Other Non-Revenue Equipment	1,043	7,910	7,261	107	16,321		16,321	307
309		Equipment Damaged					0		0	308
310		Fringe Benefits	N/A	N/A	N/A	1,314	1,314		1,314	309
311	*	Other Casualties and Insurance	N/A	N/A	N/A	366	366		366	310
312	*	Lease Rentals - Debit	N/A	N/A	11,316	N/A	11,316		11,316	311
		Lease Rentals - (Credit)	N/A	N/A	(17,684)	N/A	(17,684)		(17,684)	312

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

			Freight								
Line No.	Cross Check	Name of railway operating expense (a)	Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.	
		OTHER EQUIPMENT - Continued					0		0	313	
313		Joint Facility Rent - Debit	N/A	N/A		N/A				313	
314		Joint Facility Rent - (Credit)	N/A	N/A	35	N/A	35		35	314	
315	*	Other Rents - Debit	N/A	N/A	4,851	N/A	4,851		4,851	315	
316	*	Other Rents - (Credit)	N/A	N/A	(2,280)	N/A	(2,280)		(2,280)	316	
317	*	Depreciation	N/A	N/A	N/A	29,604	29,604		29,604	317	
318		Joint Facility - Debit	N/A	N/A		N/A	0		0	318	
319		Joint Facility - (Credit)	N/A	N/A		N/A	0		0	319	
320	*	Repairs Billed to Others - (Credit)	N/A	N/A		N/A	0		0	320	
321		Dismantling Retired Property					0		0	321	
322		Other			0	(21,752)	(21,752)		(21,752)	322	
323		TOTAL OTHER EQUIPMENT	2,845	7,937	4,545	9,671	24,998		24,998	323	
324		TOTAL EQUIPMENT	138,885	172,221	356,838	302,194	970,138		970,138	324	
		TRANSPORTATION									
		TRAIN OPERATIONS									
401		Administration	8,789	3,725	867	8,529	21,910		21,910	401	
402		Engine Crews	174,835	32	5	17,929	192,801		192,801	402	
403		Train Crews	262,219	277	31	47,471	309,998		309,998	403	
404		Dispatching Trains	37,853	183	425	1,935	40,396		40,396	404	
405		Operating Signals and Interlockers	194	0			194		194	405	
406		Operating Drawbridges	4,375	4	2	69	4,450		4,450	406	
407		Highway Crossing Protection	34	279	8,641	10	8,964		8,964	407	
408		Train Inspection and Lubrication	38,766	3,109	2,599	(3,301)	41,173		41,173	408	
409		Locomotive Fuel		190,842			190,842		190,842	409	
410		Electric Power Purchased or Produced for Motive Power								410	
411		Servicing Locomotives	20,453	1,873	2,343	115	24,784		24,784	411	
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A		0		0	412	
413		Clearing Wrecks	338	(7)	5,457	4	5,792		5,792	413	
414		Fringe Benefits	N/A	N/A	N/A	185,645	185,645		185,645	414	
415		Other Casualties and Insurance	N/A	N/A	N/A	32,656	32,656		32,656	415	
416		Joint Facility - Debit	N/A	N/A	32,959	N/A	32,959		32,959	416	
417		Joint Facility - (Credit)	N/A	N/A	(4,347)	N/A	(4,347)		(4,347)	417	
418		Other	13,308	212	1,581	1,485	16,586		16,586	418	
419		TOTAL TRAIN OPERATIONS	561,164	200,529	50,563	292,547	1,104,803		1,104,803	419	
		YARD OPERATIONS									
420		Administration	25,694	1,810	3,464	2,996	33,964		33,964	420	
421		Switch Crews	174,211	1,601	5,111	2,323	183,246		183,246	421	

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

Line No.	Cross Check	Name of railway operating expense account (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)				
		YARD OPERATIONS - Continued									
422		Controlling Operations	22,363	102	2,210	80	24,755			24,755	422
423		Yard and Terminal Clerical	22,873	43	4	59	22,979			22,979	423
424		Operating Switches, Signals, Retarders and Humps	1,604	1		4	1,609			1,609	424
425		Locomotive Fuel		19,358			19,358			19,358	425
426		Electric Power Purchased or Produced for Motive Power									426
427		Servicing Locomotives	11,522	20		29	11,571			11,571	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A						428
429		Clearing Wrecks	443	13	4,994	6	5,456			5,456	429
430		Fringe Benefits	N/A	N/A	N/A	88,429	88,429			88,429	430
431		Other Casualties and Insurance	N/A	N/A	N/A	29,751	29,751			29,751	431
432		Joint Facility - Debit	N/A	N/A		N/A					432
433		Joint Facility - (Credit)	N/A	N/A	(51,785)	N/A	(51,785)			(51,785)	433
434		Other	1,100	33	537	13	1,683			1,683	434
435		TOTAL YARD OPERATIONS	259,810	22,981	(35,465)	123,690	371,016			371,016	435
		TRAIN AND YARD OPERATIONS COMMON									
501		Cleaning Car Interiors	542	4	4,044	N/A	4,590			4,590	501
502		Adjusting and Transferring Loads	4,551	10	184	N/A	4,745	N/A		4,745	502
503		Car Loading Devices and Grain Doors		703		N/A	703	N/A		703	503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	11,393	11,393			11,393	504
505		Fringe Benefits	N/A	N/A	N/A						505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	5,093	717	4,228	11,393	21,431			21,431	506
		SPECIALIZED SERVICE OPERATIONS									
507	*	Administration						N/A			507
508	*	Pickup and Delivery and Marine Line Haul			22		22	N/A		22	508
509	*	Loading and Unloading and Local Marine	8,530	1,313	79,057	(183)	88,717	N/A		88,717	509
510	*	Protective Services			3,628		3,628	N/A		3,628	510
511	*	Freight Lost or Damaged - Soley Related	N/A	N/A	N/A			N/A			511
512	*	Fringe Benefits	N/A	N/A	N/A	3,335	3,335	N/A		3,335	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	8,530	1,313	82,707	3,152	95,702	N/A		95,702	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
518		ADMINISTRATIVE SUPPORT OPERATIONS								
519		Administration	7,562	821	(271)	2,470	10,582		10,582	518
520		Employees Performing Clerical & Accounting Functions	85,546	1,962	4,218	2,645	94,371		94,371	519
521		Communication Systems Operation	426				426		426	520
522		Loss and Damage Claims Processing	621	5	2,241	90	2,957		2,957	521
523		Fringe Benefits	N/A	N/A	N/A	45,226	45,226		45,226	522
524		Casualties and Insurance	N/A	N/A	N/A		0		0	523
525		Joint Facility - Debit	N/A	N/A		N/A	0		0	524
526		Joint Facility - (Credit)	N/A	N/A		N/A	0		0	525
527		Other			970	(7,248)	(6,278)		(6,278)	526
528		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	94,155	2,788	7,158	43,183	147,284		147,284	527
		TOTAL TRANSPORTATION	928,752	228,328	109,191	473,965	1,740,236		1,740,236	528
601		GENERAL AND ADMINISTRATIVE								
602		Officers - General Administration	13,601	3,307	58,529	3,860	79,297		79,297	601
603		Accounting, Auditing and Finance	25,995	58	79,535	(14,110)	91,478		91,478	602
604		Management Services and Data Processing	360	97	177,248	258	177,963		177,963	603
605		Marketing	11,684	147	2,787	14,563	29,181		29,181	604
606		Sales	27,873	398	1,314	5,818	35,403		35,403	605
607		Industrial Development	1,944	23	110	5,178	7,255	N/A	7,255	606
608		Personnel and Labor Relations	23,742	316	20,808	3,494	48,360		48,360	607
609		Legal and Secretarial	10,878	193	48,985	6,834	66,890		66,890	608
610		Public Relations and Advertising	1,832	109	47,065	1,732	50,738		50,738	609
611		Research and Development	1,717	8	35	177	1,937		1,937	610
612		Fringe Benefits	N/A	N/A	N/A	76,996	76,996		76,996	611
613		Casualties and Insurance	N/A	N/A	N/A	(637)	(637)		(637)	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A	8,346	8,346		8,346	613
615		Property Taxes	N/A	N/A	N/A	65,044	65,044		65,044	614
616		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	20,280	20,280		20,280	615
617		Joint Facility - Debit	N/A	N/A	6,417	N/A	6,417		6,417	616
618		Joint Facility - (Credit)	N/A	N/A	13	N/A	13		13	617
619		Other	(377)	2,892	(3,412)	(23,067)	(23,964)		(23,964)	618
620	*	TOTAL GENERAL AND ADMINISTRATIVE	119,249	7,548	439,434	174,766	740,997		740,997	619
		TOTAL CARRIER OPERATING EXPENSES	1,371,280	502,707	986,518	1,286,187	4,146,692	0	4,146,692	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 (e)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No
1		2	Land for transportation purposes	N/A			1
2		3	Grading	3,727		2,296	2
3		4	Other right-of-way expenditures	37		(20)	3
4		5	Tunnels and subways	684		(106)	4
5		6	Bridges, trestles and culverts	8,773		(213)	5
6		7	Elevated structures				6
7		8	Ties	78,353		(16,404)	7
8		9	Rail and other track material	57,416		(4,522)	8
9		11	Ballast	33,025		(1,173)	9
10		13	Fences, snowsheds and signs	9		(122)	10
11		16	Station and office buildings	10,251		(345)	11
12		17	Roadway buildings	305		(124)	12
13		18	Water stations				13
14		19	Fuel stations	1,241		(64)	14
15		20	Shops and enginehouses	6,241		(1,047)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	89		(50)	17
18		24	Coal and ore wharves	2,721		(165)	18
19		25	TOFC/COFC terminals	3,452		260	19
20		26	Communications systems	7,349			20
21		27	Signals and interlockers	17,159		(815)	21
22		29	Power plants	14		(5)	22
23		31	Power transmission systems	345		(29)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	2,020		1,734	25
26		39	Public improvements construction	829		89	26
27		45	Power plant machines	(21)		(103)	27
28		-	Other lease/rentals	0	11,948	N/A	28
29		-	TOTAL	234,019	11,948	(20,928)	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		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer				7,107	2,004	9,157	2
3		Box-Equipped		8,236	24,621		16,096	45,817	3
4		Gondola-Plain		132	295	418	1,408	2,555	4
5		Gondola-Equipped		3,200	17,475		2,466	9,997	5
6		Hopper-Covered		2,861	14,074	20,209	7,168	20,738	6
7		Hopper-Open Top-General Service		1,498	4,144		3,018	5,678	7
8		Hopper-Open Top-Special Service		215	2,067		207	891	8
9		Refrigerator-Mechanical				134	1,514	4,322	9
10		Refrigerator-Non-Mechanical		643	1,456	15	1,994	3,349	10
11		Flat TOFC/COFC							11
12		Flat Multi-Level				42,693	1,813	2,621	12
13		Flat-General Service			118	13,263	159	668	13
14		Flat-Other		188	881	1,153	2,207	16,016	14
15		Tank-Under 22,000 Gallons				29,681			15
16		Tank-22,000 Gallons and Over				19,953			16
17		All Other Freight Cars		22	217	185	116	519	17
18		Auto Racks			19,108			21,989	18
19		TOTAL FREIGHT TRAIN CARS	0	16,995	84,456	134,811	40,170	144,317	19
20		OTHER FREIGHT-CARRYING EQUIPMENT							20
21		Refrigerated Trailers							21
22		Other Trailers							22
23		Refrigerated Containers							23
24	*	Other Containers							24
25		TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	0	25
		GRAND TOTAL (LINES 19 AND 24)	0	16,995	84,456	134,811	40,170	144,317	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in thousands)

Line No.	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
LOCOMOTIVES							
1		Diesel Locomotive-Yard	17,074	821		47	1
2		Diesel Locomotive-Road	153,669	79,591	12,048	4,818	2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road		1,641		119	4
5	*	TOTAL	170,743	82,053	12,048	4,984	5
FREIGHT TRAIN CARS							
6		Box-Plain 40 Foot		288		26	6
7		Box-Plain 50 Foot and Longer	9	3,559	247	328	7
8		Box-Equipped	18,201	9,507	1,395	781	8
9		Gondola-Plain	2,364	3,353		275	9
10		Gondola-Equipped	14,550	8,093		686	10
11		Hopper-Covered	16,817	13,819		1,256	11
12		Hopper-Open Top-General Service	7,432	24,363	295	1,831	12
13		Hopper-Open Top-Special Service	3,318	8,490		545	13
14		Refrigerator-Mechanical	0				14
15		Refrigerator-Nonmechanical	1,036				15
16		Flat TOFC/COFC	0				16
17		Flat Multi-level	0	2			17
18		Flat-General Service	0	31		4	18
19		Flat-Other	264	534		58	19
20		All Other Freight Cars	5,556	1,378		142	20
21		Caboose		563		46	21
22		Auto Racks	14,607	15,912	531	928	22
23		Miscellaneous Accessones					23
24	*	TOTAL FREIGHT TRAIN CARS	84,154	89,892	2,468	6,906	24
OTHER EQUIPMENT-REVENUE							
FREIGHT HIGHWAY EQUIPMENT							
25		Refrigerated Trailers					25
26		Other Trailers					26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	0	0	0	0	32
FLOATING EQUIPMENT-REVENUE							
SERVICE							
33		Marine Line-Haul		25			33
34		Local Marine					34
35	*	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.		5,146	55		37
38	*	Machinery-Locomotives (1)	1,471	1,831			38
39	*	Machinery-Freight Cars (2)	4,239	1,464			39
40	*	Machinery-Other Equipment (3)	326	366			40
41	*	Work and Other Non-revenue Equipment	16,321	24,010	2	1,061	41
42		TOTAL OTHER EQUIPMENT	22,357	32,817	57	1,061	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	277,254	204,787	14,573	12,951	43

- 1) The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.
- 2) The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235.
- 3) The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE - EQUIPMENT - Continued

(Dollars in thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		1,007	16,128		6,227		1
2		25,618	1,896,063	150,634	609,649	67,094	2
3							3
4			41,021		13,913		4
5		26,625	1,953,212	150,634	629,789	67,094	5
6			8,065		3,408		6
7		6,212	86,536	2,473	37,445	1,854	7
8		9,224	262,957	13,951	102,804	10,464	8
9		12,655	95,733		38,699		9
10		17,612	244,118		93,482		10
11		22,315	380,715		153,653		11
12		26,825	619,864	5,609	248,112	1,033	12
13		6,299	155,508		74,768		13
14							14
15			37,877		55,771		15
16							16
17			23		2,994		17
18			922		397		18
19		339	16,984		7,366		19
20			46,567		17,228		20
21			15,183		5,509		21
22		6,276	292,129	8,746	75,746	5,295	22
23							23
24		107,757	2,263,181	30,779	917,382	18,646	24
25							25
26			59,954		54,154		26
27							27
28							28
29							29
30							30
31							31
32		0	59,954	0	54,154	0	32
33			1,154		144		33
34							34
35		0	1,154	0	144	0	35
36			621				36
37		4,364	36,571	221	29,076	138	37
38			49,554		13,437		38
39			38,120		10,750		39
40		(12,229)	7,624		2,687		40
41		4,068	265,335	18	89,378	14	41
42		(3,797)	397,825	239	145,328	152	42
43		130,585	4,675,326	181,652	1,746,797	85,892	43

- 1) The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.
- 2) The depreciation to be reported on lines 38, 39 and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD
(Dollars in thousands)

Line No.	Density category (Class) (a)	Account No. (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No
			Inv. Base (c)	Accum. depr. (d)	Depr. rate % (e)	Inv. Base (f)	Accum. depr. (g)	Depr. rate % (h)	Inv. Base (i)	Current year Amort. (j)	Accum. Amort. (k)	Inv. Base (l)	Accum. Depr. & Amort (m)	
1	I	3	328,903	80,207	0.72							328,903	80,207	1
2		8	760,043	485,825	4.93							760,043	485,825	2
3		9	1,558,818	309,009	2.70							1,558,818	309,009	3
4		11	1,024,172	222,000	2.72							1,024,172	222,000	4
5	Sub-Total		3,671,936	1,087,041								3,671,936	1,087,041	5
6	II	3	185,440	44,108	0.72							185,440	44,108	6
7		8	960,366	261,888	4.13							960,366	261,888	7
8		9	744,044	178,187	2.70							744,044	178,187	8
9		11	180,443	127,029	2.72							180,443	127,029	9
10	Sub-Total		2,070,293	611,212								2,070,293	611,212	10
11	III	3	0	N/A	N/A					N/A		0	N/A	11
12		8	0	N/A	N/A					N/A		0	N/A	12
13		9	0	N/A	N/A					N/A		0	N/A	13
14		11	0	N/A	N/A					N/A		0	N/A	14
15	Sub-Total		0	N/A	N/A					N/A		0	N/A	15
16	IV	3	83,942	19,966	0.72							83,942	19,966	16
17		8	373,815	118,547	3.43							373,815	118,547	17
18		9	463,523	80,659	2.70							463,523	80,659	18
19		11	15,867	57,501	2.72							15,867	57,501	19
20	Sub-Total		937,147	276,673								937,147	276,673	20
21	V	3	3,376	803	0.72							3,376	803	21
22		8	2,810	4,768	3.43							2,810	4,768	22
23		9	30,334	3,244	2.70							30,334	3,244	23
24		11	1,170	2,313	2.72							1,170	2,313	24
25	Sub-Total		37,690	11,128								37,690	11,128	25
26	GRAND TOTAL		6,717,068	1,986,054	N/A			N/A				6,717,068	1,986,054	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
2	*	Pick up and delivery, marine line haul							N/A	22	22	2
3	*	Loading and unloading and local marine			5,757	1,262	1,635			80,063	88,717	3
4	*	Protective services, total debits and credits			2					3,626	3,628	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits			2,301	616				418	3,335	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL	0	0	8,060	1,878	1,635	0	0	84,129	95,702	11

Schedule 418

Instruction:

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

Column

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

418. SUPPORTING SCHEDULE - CAPITAL LEASES

(Dollars in thousands)

Primary Account Number And Title	Total Investment At End Of Year (b)	Capital Leases		
		Investment At End Of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
52 - Locomotives	2,103,846	150,634	12,048	67,094
53 - Freight Cars	2,293,960	30,779	2,468	18,646
57 - Work Equipment	77,375	18	2	14
59 - Computer Systems	39,792	221	55	138
GRAND TOTAL	4,514,973	181,652	14,573	85,892

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	87,897	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	41,114	2
3		Excess Profits		3
4	*	Total Income Taxes (In 2 + 3)	41,114	4
5		Railroad Retirement	313,944	5
6		Hospital Insurance	23,115	6
7		Supplemental Annuities	18,021	7
8		Unemployment Insurance	15,491	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	411,685	10
11		Total Railway Taxes	499,582	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.	2,658,732	124,444		2,783,176	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.				0	2
3	Accelerated amortization of rolling stock, Sec. 164 I.R.C.				0	3
4	Amortization of rights of way, Sec. 185 I.R.C.	(104,978)	2,233		(102,743)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(67,420)	(1,746)		(69,166)	6
7	Reserve for separation pay	(130,435)	20,729		(109,706)	7
8	Pier sales	(2,498)	423		(2,073)	8
9	Other temporary differences	(87,359)	17,991	13,305	(56,063)	9
10					0	10
11					0	11
12	Federal Effect of State	(108,043)	(11,008)	(368)	(119,419)	12
13					0	13
14	State Deferred Income Taxes	308,695	31,463	1,038	341,196	14
15					0	15
16					0	16
17	Other Credits				0	17
18	Investment Tax Credit*				0	18
19	TOTALS	2,466,698	184,529	13,975	2,665,202	19

NOTE Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 2,775,798 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 110,596

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 \$ _____
- (5) Total decrease in current year's tax accrual resulting from use of investment tax cr \$ _____
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	58,294		9
10		Conrail Merger Expenses	143,096		10
11		Cogeneration Expenses	6,990		11
12		Other- Each Less than 10% of Net Income	12,932		12
13		Total Account 551	221,312		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

601. 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	Express Marine Transp.	Barge Debt 10-1/4% - Due	13,931 & interest	Sole	5
6	Guarantor: CSXT	May 11, 2004			6
7					7
8					8
9	Sealand	Rolling Stock Lease Obligation	99,001	Sole	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	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 of 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	116,274
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	106,839
4	766	Equipment Obligations	Sch. 200, L. 42	767,011
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	97,098
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	6,827
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(899)
9		Total Debt	Sum L. 1-8	1,093,150
10		Debt Directly Related to Road Property	Note 1.	119,258
11		Debt Directly Related to Equipment	Note 1.	864,398
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	983,656
13		Percent Directly Related to Road	L. 10 + L. 12 (2 decimals)	12.12%
14		Percent Directly Related to Equipment	L. 11 + L. 12 (2 decimals)	87.88%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	109,494
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	132,529
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	960,621

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	77,086
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	207
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	24
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	77,269
22		Interest Directly Related to Road Property Debt	Note 4.	4,087
23		Interest Directly Related to Equipment Debt	Note 4.	54,607
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	18,575
25		Interest On Road Property Debt (Note 5)	L. 22+(L.24xL.13)	6,338
26		Interest On Equipment Debt (Note 5)	L. 23+(L.24xL.14)	70,931
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	4.78%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	7.38%

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 250— 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	235,668	25,316 P	1
2	CSX Corporation		Controlled	Interest Income	22,097	R	2
3	CSX Corporation		Controlled	Interest Expense	179	P	3
4	CSX Intermodal		Common	Operating Agreement	159,233	11,351 R	4
5	CSX Realty		Common	Interest Income	1,759	771 R	5
6	CSX Technology		Common	Management Fees	251,816	113,383 P	6
7	CSX Technology		Common	Interest Income	(1,835)	R	7
8	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	47,093	2,350 P	8
9	CSX Insurance		Common	Interest Expense	5,276	459 P	9
10							10
11							11
12							12
13	Winston Salem Southbound		Direct	Management Fees	75	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 (d) give its entire length (the distance between termini of single or first main track), and in the following columns the lengths of second main track; all other main tracks, passing tracks, cross-overs and turn-outs; way switching tracks; and yard switching tracks. These classes of tracks are defined as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Cross Check	State or Territory	MILES OF ROAD OPERATED BY RESPONDENT										New Line Constructed During Year	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)					
1		Alabama	1,133				110	1,243	44			1		
2		District of Columbia	11				9	20				2		
3		Delaware	23					23				3		
4		Florida	1,619									4		
5		Georgia	1,483		118	84	47	1,750	33			5		
6		Illinois	491	35	86		75	1,676	171			6		
7		Indiana	979	119			69	681				7		
8		Kentucky	1,753	64	1	10	125	1,223	5			8		
9		Louisiana	35				49	1,877	1			9		
10		Maryland	396	13	5		8	43				10		
11		Michigan	670				17	431				11		
12		Mississippi					74	744	6			12		
13		Missouri	74				20	94				13		
14		New York					4	4				14		
15		North Carolina	1,083			7	113	113				15		
16		Ohio	1,049		140		52	1,142				16		
17		Pennsylvania	429	49	28		263	1,452	37			17		
18		South Carolina	1,244		46		177	683	63			18		
19		Tennessee	892		15		17	1,307	12			19		
20		Virginia	955	30	9		159	1,066	58			20		
21		West Virginia	1,292	20	16	14	55	1,049				21		
22							145	1,487	97			22		
23		Canada (Ontario)		66			7	0				23		
24								73				24		
25												25		
26												26		
27												27		
28												28		
29												29		
30												30		
31												31		
32		Total Mileage (single track)	15,611	396	464	115	1,595	18,181	527			32		

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-powered, i.e., those without a diesel, should be reported on line 13 under "auxiliary units".

7. Column (k) should show aggregate capacity for all units reported in column (f), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

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

9. Cross-checks

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

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

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

710. INVENTORY OF EQUIPMENT UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS														
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No.	
				Units Installed			Owned and used (h)		Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)		
				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	2,362	91				56	1,181	1,216	2,397	8,149,980		1
2		Diesel-freight units												2
3		Diesel-passenger units												3
4		Diesel-multi purpose units	27						27		27	40,500		4
5	*	Diesel-switching units	222				9	8	182	41	223	439,250		5
6	*	Total (lines 1 to 4) units	2,611	91			9	64	1,390	1,257	2,647	8,629,740		6
7	*	Electric-locomotives												7
8	*	Other self-powered units					9	64	1,390	1,257	2,647			8
9	*	Total (lines 5, 6 & 7)	2,611	91			20		182		182	N/A		9
10	*	Auxiliary units	162											10
		TOTAL LOCOMOTIVE UNITS (lines 8 & 9)	2,773	91	0	20	9	64	1,572	1,257	2,829	N/A		
DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING														
Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1975 (b)	During Calendar Year					1995 (g)	1998			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)	1996 (h)		1997 (i)	1998 (j)			
11	*	Diesel	618	533	421	310	401	86	141	46	91		2,847	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	Total (lines 11 to 13)	618	533	421	310	401	86	141	46	91	0	2,847	14
15	*	Auxiliary units			1	111	50				20		182	15
16	*	Total Locomotive Units (lines 14 & 15)	618	533	422	421	451	86	141	46	111	0	2,829	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				
				Units Installed				Leased from others (i)		Total in service of respondent col (h)&(i) (j)	Aggregate capacity of units reported in col. (j) (see Ins. 7) (k)	Leased to others (l)	Line No.	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt units rewritten into property accounts (e)	All other units including reclassification & second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]												17
18		Combined cars												18
19		[All class C, except CSB]												19
20		Parlor cars [PBC, PC, PL, PO]	0								0			20
21		Sleeping cars [PS,PT,PAS,PDS]												
		Dining, grill & tavern cars												
22		[All class D, PD]										N/A		21
		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		Self-Propelled Electric passenger cars [EP, ET]												
25		Electric combined cars [EC]	0								0			24
26		Internal combustion rail motorcars [ED, EG]	0								0			25
27		Other self-propelled cars (Specify types)	0								0			26
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0			27
29		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0			28
30		COMPANY SERVICE CARS												
31		Business cars [PV]	28							28	0	N/A		30
32		Board outfit cars [MWX]	46					7		39		N/A		31
33		Derrick & snow removal cars [MWU,MWV,MWW,MWX]	34					0		34		N/A		32
		Dump and ballast cars												
34		[MWB, MWD]	1,187					61		1126		N/A		33
		Other maintenance and service equipment cars	3,859					302		3485	172	N/A		34
35		TOTAL (lines 30 to 34)	5,254	0	0	0	0	370		4,712	172	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B100 - B287)							36
37		Plain box cars - 50' and longer (B300 - B887)	10					47	37
38		Equipped box cars (All code A) Except A_5	15,121					639	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	4,808						39
40		Equipped gondola cars (All code E)	20,471			899		440	40
41		Covered hopper cars (All code C_1_C_2_)	18,356						41
42		Open top hopper cars-general service (All code H)	17,374						42
43		Open top hopper cars-special service (All codes K,J-0)	6,770					2,440	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_	1,068						45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	322						46
47		Flat cars - multi-level (All code V)	8,964			1,156			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_	2,871					491	49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	2						50
51		Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9)							51
52		All other freight cars A_5_ (All code L & Q8)	1,079						52
53		TOTAL (lines 36 to 52)	97,219		0	2,055	0	4,057	53
54		Caboose (All code M-830)	259						54
55		TOTAL (lines 53 & 54)	97,478	0	0	2,055	0	4,057	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									36
37		3	52	2	54		4,281		37
38		145	8,990	6,625	15,615		1,211,377		38
39		9	3,801	998	4,799		531,037		39
40		27	10,320	11,463	21,783		2,161,355		40
41		196	10,902	7,258	18,160		1,800,546		41
42		2,880	6,516	7,978	14,494		1,458,379		42
43		62	7,485	1,663	9,148		902,167		43
44									44
45		37	6	1,025	1,031		73,923		45
46			144	178	322		78,097		46
47		3		10,117	10,117		363,764		47
48		3							48
49		1	525	2,836	3,361		298,567		49
50				2	2		155		50
51									51
52		13	1,066		1,066		82,986		52
53		3,379	49,807	50,145	99,952	0	8,966,634	0	53
54		9	250	0	250		N/A		54
55		3,388	50,057	50,145	100,202	0	8,966,634	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.
					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_	3,193						59
60		Dry van U2_,Z2_,Z6_,1-6	12,293		0				60
61		Flat bed U3_,Z3_							61
62		Open top U4_,Z4_							62
63		Mechanical refrigerator U5_,Z5_	653						63
64		Bulk U0_ & Z0_	92						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)	17,428		0	0		0	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		3	181	3,009	3,190				59
60		2,683	3,320	6,290	9,610				60
61					0				61
62									62
63			574	79	653				63
64			92	0	92				64
65		11	860	320	1,180				65
66			0	0	0				66
67		2	3	1	4				67
68									68
69									69
70		2,699	5,030	9,699	14,729				70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in thousands)

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S) including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.
4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars and columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the respondent's accounts. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

NEW UNITS

Line No	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No
1	CW44AC LOCOMOTIVES	89	18,334	161,314	P	1
2	CW60AC LOCOMOTIVES	2	420	4,289	P	2
3						3
4						4
5						5
6	MULTI-LEVEL RACKS	1,156	106,930	42,136	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	1,247	N/A	207,739	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	1,247	N/A	207,739	N/A	39

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

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

Track category (1)

- 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	8,336	33.58	49.46	20.6	1
2	B	6,276	12.59	40.62	10.2	2
3	C	3,324	2.70	30.95	16.6	3
4	D	3,486	0.36	20.51	5.6	4
5	E	6,911	XXXXXXX	XXXXXXX		5
6	TOTAL	28,333	18.36	40.00	53.0	6
7	F	0	XXXXXXX	XXXXXXX		7
8	Potential abandonments	112	1.25	21.72		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 cross-ties laid in replacement								Total (l)	Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No.
		New ties			Second-hand ties							Percent of spot maintenance (k)		
		Wooden		Concrete	Other (e)	Wooden		Other (h)						
		Treated (b)	Untreated (c)	Treated (f)		Untreated (g)								
1	A	902,287		117,765				6,192		1,026,244	1,653,167	0.03	1	
2	B	459,007						2,233		461,240	2,002,479	0.05	2	
3	C	82,529						2,889		85,418	651,136	0.17	3	
4	D	130,311						8,762		139,073	252,750	0.65	4	
5	E	250,405						11,452		261,857	717,093	0.33	5	
6	TOTAL	1,824,539		117,765				31,528		1,973,832	5,276,625	0.20	6	
7	F	0											7	
8	Potential abandonments									0			8	

9 Average cost per cross-tie \$ 24.67 and switch-tie (MBM) \$ 649.84

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				Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)	Remarks (h)	
1	T	1,768,648	23.56	41,432	5,283,127	764	4,021	NEW	1
2	T	27,221	6.80	185				RELAY	2
3	S	138,380	65.37	9,016				CONCRETE	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	1,922,449		60,533	5,283,127.00	764	4,021		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid								21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid								22
						562.97	179.76		

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	499.29		47.88	4.49	547.17	4.49		0.81	1	
2	B	81.91		58.72	4.49	140.63	4.49		3.09	2	
3	C	1.06		4.81	8.99	5.87	8.99		60.50	3	
4	D	4.53		4.53	35.95	9.06	35.95		79.80	4	
5	E	1.29		12.32	35.96	13.61	35.96		72.50	5	
6	TOTAL	588.08	0.00	128.26	89.88	716.34	89.88		11.10	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 : \$ 473.25 New, \$ 72.51 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	110	1	1	853	100	2	1	576	1	
2	2	115	1,224	6,022	492	115	7	6	923	2	
3	2	122	1,548	875	565	122	2	2	1,211	3	
4	2	132	1,332	693	520	132	70	59	839	4	
5	2	133	1,829	700	383	133	0	0	0	5	
6	2	136	60,194	28,470	473	136	170	98	574	6	
7	2	140	0	0	0	140	1	1	1,007	7	
8										8	
9	4	75	0	0	0	75	0	111	111	9	
10	4	80	7	1	105	80	0	0	0	10	
11	4	85	4	0	97	85	30	3	97	11	
12	4	90	52	5	92	90	46	4	92	12	
13	4	100	234	19	83	100	539	45	83	13	
14	4	110	0	0	0	110	7	1	75	14	
15	4	112	(32)	(2)	(74)	112	59	4	74	15	
16	4	115	1,726	124	72	115	576	41	72	16	
17	4	122	826	56	68	122	15	1	68	17	
18	4	130	68	4	64	130	21	1	64	18	
19	4	131	634	40	63	131	59	4	63	19	
20	4	132	7,602	477	63	132	1,571	99	63	20	
21	4	136	5,122	312	61	136	186	11	61	21	
22	4	140	993	65	65	140	4	0	59	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	83,364	37,862	454	N/A	3,365	492	146	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	19.11			1
2	80	15.24			2
3	85	64.07			3
4	90	212.43			4
5	100	1,186.12			5
6	105	32.56			6
7	110	80.02			7
8	112	762.31			8
9	115	2,927.07			9
10	122	2,859.13			10
11	130	140.77			11
12	131	1,456.08			12
13	132	6,239.58			13
14	133	15.23			14
15	136	2,432.34			15
16	140	614.24			16
17	155	0.72			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	19,057.02			48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties					Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		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	1,026,244	1,653,167	4.0	2.7	551.66	6.62	515,888	2,343	28.1	1	
2	B	461,240	2,002,479	2.4	2.6	145.12	2.31	281,791	1,280	20.4	2	
3	C	85,418	651,136	0.8	1.8	14.86	0.44	71,999	327	9.8	3	
4	D	139,073	252,750	1.3	0.7	45.00	1.29	36,101	164	4.7	4	
5	E	261,857	717,093	1.2	1.4	49.57	0.72	111,150	505	7.3	5	
6	TOTAL	1,973,832	5,276,625	2.3	1.9	806.21	2.85	1,016,929	4,619	16.3	6	
7	F										7	
8	Potential abandonments							125	1	0.5	8	

750. CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service	Diesel		Line No.
		(a)	Diesel oil (gallons) (b)	
1	Freight		395,756,300	1
2	Passenger		-	2
3	Yard switching		43,241,260	3
4	TOTAL		438,997,560	4
5	COST OF FUEL \$(000)		210,200	5
6	Work Train		673,957	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.

VERIFICATION

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

OATH

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

State of FLORIDA

County of DUVAL

F. J. FAVORITE

makes oath and says that he is

VICE PRESIDENT - FINANCE

(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 26, 1997 to and including DECEMBER 25, 1998

Fredrick Favorite
(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this

16th day of March, 19 99. My commission expires June 22, 2002

Use an
L.S.



Sandra M McIntyre
My Commission CC742488
Expires June 22, 2002

Sandra M. McIntyre
(signature of officer authorized to administer oaths)



Sandra M McIntyre
My Commission CC742488
Expires June 22, 2002

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 26, 1997 to and including DECEMBER 25, 1998.

A. R. Carpenter
(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this

16th day of March, 19 99. My commission expires June 22, 2002

Use an
L.S.



Sandra M McIntyre
My Commission CC742488
Expires June 22, 2002

Sandra M. McIntyre
(signature of officer authorized to administer oaths)

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	25,713,160		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	127,217,813	XXXXXX	99
100		6-021 Way Trains	18,038,407	XXXXXX	100
101		6-022 Through Trains	192,054,394	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	1,855,881	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	364,879,655		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	411,766	XXXXXX	105
106		7-02 Non-Revenue	1,445	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	413,211	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	165,881,667	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	165,881,667	XXXXXX	110
111		8-04 Non-Revenue-Road Service	584,297	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	584,297	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	166,465,964	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	4,138,947	XXXXXX	115
116		9-02 Train Switching	138,582	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,230,258	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	192,559	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	2,274,811	XXXXXX	120
121		12-02 Way Trains	7,137,487	XXXXXX	121
122		12-03 Through Trains	8,149,957	XXXXXX	122
123		13 TOFC/COFC-No. of Rev Trls & Cntrs Lded & Unlded (Q)		XXXXXX	123
124		14 Multi-level Cars-No. of Motor Vehicles Lded & Unlded	3,958,684	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	8,317,762	XXXXXX	126
127		16-02 Marine Terminals-Ore	3,539,467	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	11,857,229	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	23,627	XXXXXX	130
131		17-02 Unserviceable	136	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	23,763	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.

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	9,424	XXXXXX	66
67		4-152 Box-Equipped	865	XXXXXX	67
68		4-153 Gondola-Plain	56,062	XXXXXX	68
69		4-154 Gondola-Equipped	5,134	XXXXXX	69
70		4-155 Hopper-Covered	202,220	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	63,544	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	146,699	XXXXXX	72
73		4-158 Refrigerator-Mechanical	6,408	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	8,265	XXXXXX	74
75		4-160 Flat-TOFC/COFC	22,528	XXXXXX	75
76		4-161 Flat-Multi-level	95,919	XXXXXX	76
77		4-162 Flat-General Service	45	XXXXXX	77
78		4-163 Flat-All Other	25,302	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	131,002	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	75,177	XXXXXX	80
81		4-166 All Other Car Types	1,504	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	850,098	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	20,810	XXXXXX	83
84		4-18 No Payment Car-Miles (I)1	193,169	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit-Trains	1,565,781	XXXXXX	85
86		4-192 Way-Trains	274,322	XXXXXX	86
87		4-193 Through Trains	2,484,222	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,324,325	XXXXXX	88
89		4-20 Caboose Miles	870	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 - 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	13,447	XXXXXX	32
33		4-112 Box-Equipped	165,663	XXXXXX	33
34		4-113 Gondola-Plain	89,348	XXXXXX	34
35		4-114 Gondola Equipped	196,901	XXXXXX	35
36		4-115 Hopper-Covered	173,994	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	175,485	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	47,248	XXXXXX	38
39		4-118 Refrigerator-Mechanical	6,874	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	18,452	XXXXXX	40
41		4-120 Flat-TOFC/COFC	10,101	XXXXXX	41
42		4-121 Flat-Multi-level	12,822	XXXXXX	42
43		4-122 Flat-General Service	252	XXXXXX	43
44		4-123 Flat-All Other	25,820	XXXXXX	44
45		4-124 All Other Car Types	6,710	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	943,117	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	23,850	XXXXXX	48
49		4-132 Box-Equipped	1,748	XXXXXX	49
50		4-133 Gondola-Plain	56,676	XXXXXX	50
51		4-134 Gondola-Equipped	5,763	XXXXXX	51
52		4-135 Hopper-Covered	227,155	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	73,499	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	145,549	XXXXXX	54
55		4-138 Refrigerator-Mechanical	8,192	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	6,486	XXXXXX	56
57		4-140 Flat-TOFC/COFC	249,226	XXXXXX	57
58		4-141 Flat-Multi-level	199,821	XXXXXX	58
59		4-142 Flat-General Service	45	XXXXXX	59
60		4-143 Flat-All Other	29,742	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	130,918	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	75,461	XXXXXX	62
63		4-146 All Other Car Types	3,719	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,237,850	XXXXXX	64

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

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

Cars will be governed by local conditions in determining whether a car at an interchange point should be considered "on line". Unserviceable cars include cars on repair tracks undergoing or awaiting repairs. They include cars on repair tracks repaired and awaiting switching, cars on repair tracks undergoing or awaiting repairs switching, cars awaiting movement to repair tracks held in train yard (excluding cars which are to be repaired in train yard without loss of time), cars 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)	18,181	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	17,031,544	XXXXXX	2
3		2-02 Way Trains	10,484,619	XXXXXX	3
4		2-03 Through Trains	40,610,014	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	68,126,177	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	68,126,177	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	36,307,089	XXXXXX	8
9		3-02 Way Trains	16,613,803	XXXXXX	9
10		3-03 Through Trains	101,053,190	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	153,974,082	XXXXXX	11
12		3-11 Train Switching (F)	1,340,994	XXXXXX	12
13		3-21 Yard Switching (G)	13,381,550	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	168,696,626	XXXXXX	14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	1	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	19,662	XXXXXX	16
17		4-012 Box-Equipped	218,722	XXXXXX	17
18		4-013 Gondola-Plain	91,187	XXXXXX	18
19		4-014 Gondola-Equipped	211,058	XXXXXX	19
20		4-015 Hopper-Covered	182,286	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	179,385	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	44,679	XXXXXX	22
23		4-018 Refrigerator-Mechanical	8,712	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	20,569	XXXXXX	24
25		4-020 Flat-TOFC/COFC	66,305	XXXXXX	25
26		4-021 Flat-Multi-Level	23,158	XXXXXX	26
27		4-022 Flat-General Service	309	XXXXXX	27
28		4-023 Flat-All Other	26,766	XXXXXX	28
29		4-024 All Other Car Types-Total	7,293	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,100,092	XXXXXX	30

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

[illegible]

CORRECTIONS

[illegible]

EXPLANATORY REMARKS

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