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RC-121500 CSX TRANSPORTATION

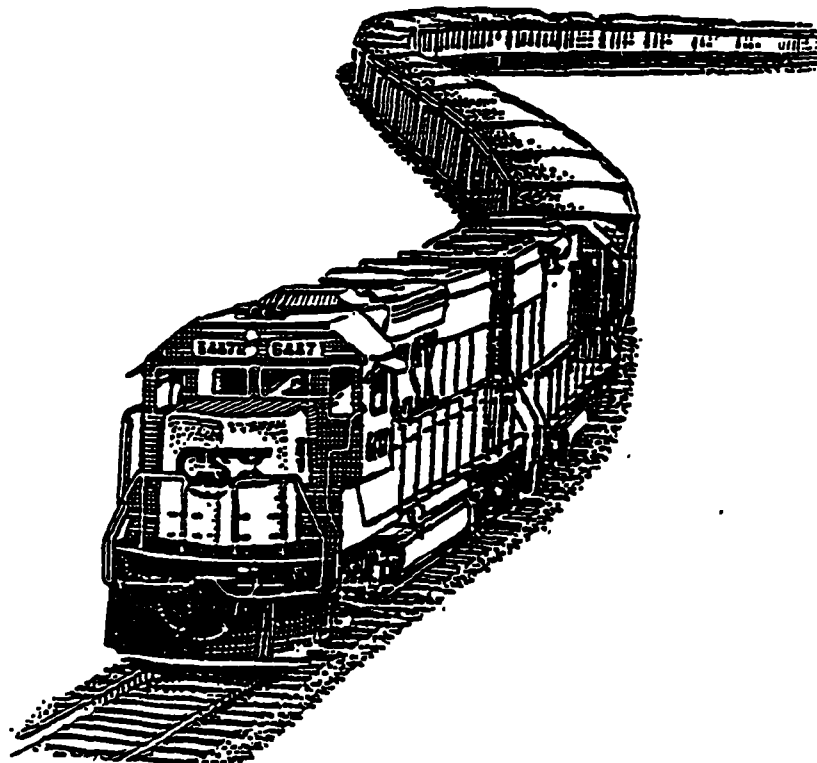
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Class I Railroad
Annual Report

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



To The
Surface Transportation Board
For The Year Ending December 31, 1999
(Amended October 19, 2000)

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 31, 1999

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

(Name) D. W. Mitchell (Title) ASSISTANT CONTROLLER

(Telephone number) 904 359-1876
(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
 Curtis Bay Company
 Cybertics & 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 Core, LLC
 Hooker Hoines, LLC
 Hooker Silver, LLC
 Hooker Ten, LLC
 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.

In August 1998, the STB's decision approving the joint application of CSX Corporation and Norfolk Southern Corporation to control Conrail (which owns Consolidated Rail Corporation) became final. Respondent and Norfolk Southern Railway Company began operating their respective portions of Conrail's routes and assets on June 1, 1999. See also note 15 to Schedule 200.

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 31, 1999
- 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)	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 9, 1999

12. Give the place of such meeting _____

Notes and Remarks

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

(Dollars in thousands)

Line No	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No
Current Assets						
1		701	Cash			1
2		702	Temporary Cash Investments	35,806	228,906	2
3		703	Special Deposits	6	6	3
4		704	Accounts Receivable			
			- Loan and Notes	10,864	26,634	4
5		705	- Interline and Other Balances	28,588	10,450	5
6		706	- Customers	33,510	1,550	6
7		707	- Other	90,656	8,621	7
8		709, 708	- Accrued Accounts Receivables	225,276	139,371	8
9		708 5	- Receivables from Affiliated Companies	5,687	2,983	9
10		709 5	- Less Allowance for Uncollectible Accounts	(12,330)	(20,038)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	136,852	159,326	11
12		712	Materials and Supplies	192,776	170,841	12
13		713	Other Current Assets	(9,336)	53,846	13
14			TOTAL CURRENT ASSETS	738,355	782,496	14
Other Assets						
15		715, 716, 717	Special Funds	43	263	15
16		721, 721 5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	195,719	224,205	16
17		722, 723	Other Investments and Advances	4,521	8,619	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) \$	144,937	187,904	19
20		739, 741	Other Assets	501,450	262,673	20
21		743	Other Deferred Debits	135,306	67,705	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	981,976	751,369	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col h & b	10,255,256	9,802,613	24
25		731, 732	Equipment (Schedule 330) L-39 Col h & b	5,236,724	4,761,680	25
26		731, 732	Unallocated Items	436,758	402,301	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,731,836)	(4,550,575)	27
28			NET ROAD AND EQUIPMENT	11,196,902	10,416,019	28
29			TOTAL ASSETS	12,917,233	11,949,884	29

NOTES AND REMARKS

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

Line No	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable Interline and Other Balances	28,698	22,966	31
32		753	Audited Accounts and Wages	73,144	47,643	32
33		754	Other Accounts Payable	40,030	33,664	33
34		755, 756	Interest and Dividends Payable	15,181	14,744	34
35		757	Payables to Affiliated Companies	229,663	250,991	35
36		759	Accrued Accounts Payable	1,215,746	843,410	36
37		760, 761, 761 5, 762	Taxes Accrued	100,672	(43,122)	37
38		763	Other Current Liabilities	202,035	166,256	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	94,622	116,274	39
40			TOTAL CURRENT LIABILITIES	1,999,791	1,452,826	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	106,001	106,839	41
42		766	Equipment Obligations	862,117	767,011	42
43		766 5	Capitalized Lease Obligations	119,536	97,098	43
44		768	Debt in Default			44
45		769	Accounts Payable Affiliated Companies	5,200	6,827	45
46		770 1, 770 2	Unamortized Debt Premium	(1,423)	(899)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	2,986,591	2,775,798	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,214,668	1,179,486	50
51			TOTAL NONCURRENT LIABILITIES	5,292,690	4,932,160	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)	1,359,883	1,293,218	56
57		797	Retained Earnings Appropriated			57
58		798	Unappropriated (Schedule 220)	4,083,648	4,090,459	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	5,624,752	5,564,898	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	12,917,233	11,949,884	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES
(Dollars in thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$ 608
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 31, 1999 and December 25, 1998

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 31, 1999.

A number of legal actions, other than environmental, are pending against respondent in which claims are made in substantial amounts. While the ultimate results of environmental investigations, lawsuits and claims involving respondent cannot be predicted with certainty, management does not currently expect that these matters will have a material adverse effect on the consolidated financial position, results of operations and cash flows of the company.

(a) Changes in Valuation Accounts**8 Marketable Equity Securities**

		Cost	Market	Dr (Cr) to	
				Dr (Cr)	Stockholders
				to Income	Equity
(Current Yr)	Current Portfolio				N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio			N/A	N/A
as of / /	Noncurrent Portfolio			N/A	N/A

(b) At / / , gross unrealized gains and losses pertaining to marketable equity securities were as follows

	Gains	Losses
Current	\$ -	\$ -
Noncurrent	\$ -	\$ -

- (c) A net unrealized gain (loss) of \$ - on the sale of marketable equity securities was included in net income for ____ (year). The cost of securities sold was based on the - (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to the filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below.

NOTE. / / (date) Balance sheet date of reported year unless specified as previous year

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

3 (a-e) In 1989, Respondent's pension plan for salaried employees was merged with the CSX Pension Plan (CSX) Plan, and all assets of Respondent's Plan were transferred to the CSX merged plan. Since the plans were merged, CSX has allocated to Respondent a portion of the net pension expense for the CSX Corporation Plan based on Respondent's relative level of participation in the merged plan which considers the assets and personnel previously in the Respondent plan. The allocated expense from the CSX Pension Plan amounted to \$ 33 million in 1999, and \$ 30 million in 1998. During 1999 and 1998, CSXT received \$109 million (\$66 million after tax) and \$38 million (\$24 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 \$20 million for 1999 and \$ 15 million for 1998.

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 \$168 million, and \$ 154 million were made to these plans in 1999, and 1998, 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.

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 31, 1999 and December 25, 1998, accounts receivable sold under this agreement totaled \$ 951 million and \$ 642 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 31, 1999, and December 25, 1998 accounts receivable sold under this agreement totaled \$ 47 million. The net costs associated with the sales of receivables were \$ 63 million in 1999 and \$ 58 million in 1998.

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 31, 1999 and December 25, 1998 approximately \$81 and \$140 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 through 1996 are currently under examination. Management believes adequate provision has been made for any adjustments that might be assessed.

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

NOTES TO FINANCIAL STATEMENTS

12 Included in Account 702 "Temporary Cash Investments" at December 31, 1999 and December 25, 1998 is \$ 55 million and \$ 229 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 1999 or 1998.

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 \$ 80 million at December 31, 1999.

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 31, 1999, \$ 90 million was outstanding under the agreement. Interest on the loan is payable monthly at 25% over the LIBOR rate, and was 6.0725% at December 31, 1999. Interest expense related to the loan was \$5 million for each of the fiscal years ended December 31, 1999 and December 25, 1998.

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 CSX and Norfolk Southern Corporation (Norfolk Southern) completed the joint acquisition of Conrail Inc. (Conrail) in May 1997. Conrail owns the primary freight railroad system serving the Northeastern United States, and its rail network extends into several midwestern states and into Canada. CSX and Norfolk Southern, through a jointly owned acquisition entity, hold economic interests in Conrail 42% and 58%, respectively, and voting interests of 50% each. CSX and Norfolk Southern received regulatory approval from the Surface Transportation Board (STB) to exercise joint control over Conrail in August 1998, and their respective rail subsidiaries subsequently began integrated operations over allocated portions of the Conrail lines in June 1999.

Respondent and Norfolk Southern Railway Company (Norfolk Southern Railway), the rail subsidiary of Norfolk Southern, operate their respective portions of the Conrail system pursuant to various operating agreements that took effect on June 1, 1999. Under these agreements, the railroads pay operating fees to Conrail for the use of right-of-way and rent for the use of equipment. Conrail continues to provide rail services in certain shared geographic areas for the joint benefit of Respondent and Norfolk Southern Railway for which it is compensated on the basis of usage by the respective railroads. The majority of Conrail's operations workforce transferred to Respondent or Norfolk Southern Railway, although certain operations personnel, as well as certain management and administrative employees, remain at Conrail to oversee its ongoing business activities.

16 The agreement under which Respondent operates its allocated portion of the Conrail route system has an initial term of 25 years and may be renewed at Respondent's option for two five-year terms. Operating fees paid to Conrail under the agreement are subject to adjustment every six years based on the fair value of the underlying system. Lease agreements for the Conrail equipment operated by Respondent cover varying terms. Respondent is responsible for all costs of operating, maintaining, and improving the routes and equipment under these agreements. Future minimum payments to Conrail under the operating, equipment, and shared area agreements total \$247 million for 2000, \$240 million for 2001, \$248 million for 2002, \$256 million for 2003, \$261 million for 2004, and \$4.4 billion for years after 2004.

In addition to the agreements covering routes and equipment leased from Conrail, 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 31, 1999, minimum equipment rentals under non-cancelable operating leases totaled approximately \$ 143 million for 2000, \$ 140 million for 2001, \$ 130 million for 2002, \$ 136 million for 2003, \$ 181 million for 2004, and \$653 million thereafter.

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

NOTES TO FINANCIAL STATEMENTS

17 Respondent recorded a charge of \$53 million, \$32 million after tax, in the fourth quarter of 1999 to recognize the cost of a program to reduce its non-union workforce by approximately 725 positions. A voluntary early retirement program completed in December accounted for approximately 640 of the position reductions, with the remainder achieved through a combination of involuntary terminations and normal attrition. Approximately 75% of the retirements and separations occurred by the end of the year, with the remainder scheduled to occur over the first half of fiscal year 2000 as their job responsibilities are reorganized or transitioned to other personnel.

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

210 RESULTS OF OPERATIONS

(Dollars in thousands)

- 1 Disclose the requested information for the respondent pertaining to the results of operations for the year.
2. Report total operating expenses from Schedule 410 of this report Any disparities in expense amounts shown in this schedule & expense amounts reported in Sch. 410 must be fully explained on pg 18
3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for account No. 513, "Dividend Income". List dividends accounted for by the equity method on on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule
4. All contra entries hereunder should be indicated in parenthesis.
- 5 Cross-checks
- Schedule 210
Line 15, column (b)
Line 47 plus 48 plus 49, col (b)
Line 50, col (b)
- Schedule 210
= Line 62, col (b)
= Line 63, col (b)
= Line 64, col (b)
- Schedule 410
= Line 620, col (h)
= Line 620, col (f)
= Line 620, col (g)

Line No	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	5,436,645	4,783,758	5,436,645		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	37,780	40,424	37,780		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	45,451	39,240	45,451		6
7		(110) Incidental	103,147	92,971	103,147		7
8		(121) Joint Facility-Credit			0		8
9		(122) Joint Facility-Debit			0		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	5,623,023	4,956,393	5,623,023		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	5,623,023	4,956,393	5,623,023		13
14		(531) Railway operating expenses	5,190,260	4,146,692	5,190,260		14
15		Net revenue from railway operations	432,763	809,701	432,763		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	14,836	13,944			16
17		(510) Miscellaneous rent income	44,691	26,578			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	5,076	5,062			19
20		(514) Interest Income	1,999	21,468			20
21		(516) Income from sinking and other funds	0	10			21
22		(517) Release of premiums on funded debt	26	24			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	28,998	21,295			24
25		Income from affiliated companies: 519					
26		a Dividends (equity method)					25
27		b Equity in undistributed earnings (losses)	8,781	8,293			26
28		TOTAL OTHER INCOME (lines 16-26)	104,407	96,674			27
29		TOTAL INCOME (lines 15, 27)	537,170	906,375			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(8,026)	(9,029)			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	(82,120)	(221,740)			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	(90,146)	(230,769)			36
37		Income available for fixed charges (lines 28, 36)	447,024	675,606			37

210. RESULTS OF OPERATIONS - Continued (Dollars in thousands)					
Line No	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No
		FIXED CHARGES			
38		(546) Interest on funded debt			38
		(a) Fixed interest not in default	68,909	60,392	
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	5,478	16,491	40
41		(548) Amortization of discount on funded debt	289	203	41
42		TOTAL FIXED CHARGES (lines 38-41)	74,676	77,086	42
43		Income after fixed charges (lines 37, 42)	372,348	598,521	43
		OTHER DEDUCTIONS			
44		(546) Interest on funded debt.			
		(c) Contingent interest	206	207	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	372,142	598,314	46
		PROVISIONS FOR INCOME TAXES			
47		(556) Income taxes on ordinary income			
		(a) Federal income taxes	15,283	41,114	47
48		(b) State income taxes	(11,110)	(5,657)	48
49		(c) Other income taxes			49
50		(557) Provision for deferred taxes	155,113	184,529	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	159,286	219,986	51
52		Income from continuing operations (lines 46-51)	212,856	378,328	52
		DISCONTINUED OPERATIONS			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 52 + 53 + 54)	212,856	378,328	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)	0	0	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)			60
61		Net income (loss) (lines 55 + 59 + 60)	212,856	378,328	61
		Reconciliation of net railway operating income (NROI)			
62		Net revenues from railway operations	432,763	809,701	62
63		(556) Income taxes on ordinary income (-)	(4,173)	(35,457)	63
64		(557) Provision for deferred income taxes (-)	(155,113)	(184,529)	64
65		Income from lease of road and equipment (-)	(7,068)	(7,589)	65
66		Rent for leased roads and equipment (+)	95,246	26,894	66
67		Net railway operating income (loss)	361,655	609,020	67

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

220. RETAINED EARNINGS

(Dollars in thousands)

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

Line No	Cross Check	Item (a)	Retained earnings-unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No
1		Balances at beginning of year	4,059,100	31,359	1
2		(601 5) Prior period adjustments to beginning retained earnings	0		2
		CREDITS			
3		(602) Credit balance transferred from income	204,075	8,781	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	204,075	8,781	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	219,667		11
12		Preferred stock (1)			12
13		TOTAL	219,667	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	(15,592)	8,781	14
15		Balances at close of year (lines 1, 2 and 14)	4,043,508	40,140	15
16		Balances from line 15(c)	40,140	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	4,083,648	N/A	17
18		(797) Total appropriated retained earnings			18
19		Credits during year---\$ NONE			19
20		Debits during year---\$ NONE			20
21		Balance at close of year-\$ NONE			21
22		Amount of assigned Federal income tax consequences Account 606----\$ NONE			22
23		Account 616----\$ NONE			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK
(Dollars in thousands)

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

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

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR
(Dollars in thousands)

- 1 The purpose of this part is to disclose capital stock changes during the year
 2 Column (a) presents the items to be disclosed
 3 Columns (b), (d) and (f) require 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			1,293,218	11
12	Capital Stock Sold 1								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution from Parent							66,665	15
16	Balance at close of year	0	0	9,061,038	181,221	0	0	1,359,883	16

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

240. STATEMENT OF CASH FLOWS
(Dollars in thousands)

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

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

240. STATEMENT OF CASH FLOWS (Concluded)					
(Dollars in thousands)					
RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES					
Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
10		Income from continuing operations	212,856	378,328	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	2,106	18,650	11
12		Depreciation and amortization expenses	467,373	448,191	12
13		Increase (decrease) provision for deferred income taxes	155,113	184,364	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates			14
15		(Increase) decrease in accounts receivable	(157,713)	(32,045)	15
16		(Increase) decrease in materials and supplies, and other current assets	77,153	(103,455)	16
17		Increase (decrease) in current liabilities other than debt	349,003	176,048	17
18		Increase (decrease) in other-net	36,583	(68,649)	18
19		Net cash provided from continuing operations	1,142,474	1,001,432	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	1,142,474	1,001,432	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	43,008	5,218	22
23		Capital expenditures	(1,298,043)	(1,211,680)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayments of investment and advances	59,585	18,690	25
26		Purchase price of long-term investment and advances	(39,244)	(7,898)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other-net	(16,257)	(26,865)	28
29		NET CASH USED IN INVESTING ACTIVITIES	(1,250,951)	(1,222,535)	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	283,508	165,670	30
31		Principal payments of long-term debt	(106,885)	(71,989)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock	0	0	33
34		Cash dividends paid	(219,668)	(138,000)	34
35		Other-net	(41,578)	(1,934)	35
36		NET CASH FROM FINANCING ACTIVITIES	(84,623)	(46,253)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(193,100)	(267,356)	37
38		Cash and cash equivalents at beginning of year	228,906	496,262	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR	35,806	228,906	39
Footnotes to Schedule 240					
Cash paid during the year for					
40		Interest (net of amount capitalized)*	74,445	77,439	40
41		Income taxes (net) *	5,195	44,300	41
* Only applies if indirect method is adopted					
NOTES AND REMARKS					

245. WORKING CAPITAL**Amended**

(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	28,588	1
2	Customers (706)	Schedule 200, line 6, column b	33,510	2
3	Other (707)	Note A	53,070	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	115,168	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	5,623,023	5
6	Rent Income	Note B	95,529	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	5,718,552	7
8	Average Daily Operating Revenues	Line 7 + 360 days	15,885	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 + Line 8	7.25	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	22.25	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	28,698	11
12	Audited Accounts and Wages Payable (753)	Note A	155,195	12
13	Accounts Payable-Other (754)	Note A	36,188	13
14	Other Taxes Accrued (761.5)	Note A	69,518	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	289,599	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	5,190,260	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	467,373	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	4,818,416	18
19	Average Daily Expenditures	Line 18 + 360 days	13,384	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 + line 19	22	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	1	21
22	Cash Working Capital Required	Line 21 x line 19	13,384	22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	35,806	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	13,797	24
MATERIALS AND SUPPLIES				
25	Total Materials and Supplies (712)	Note A	184,215	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	1,852	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	182,363	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	196,160	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 Southbound Rwy	50 00	11
12	721	A-1	VII	Woodstock & Blacton Rwy. Co	50.00	12
13				TOTAL CLASS A-1		13
14						14
15	721	A-2	VI	Tylerdale Connecting RR Co.	50 00	15
16				TOTAL CLASS A-2		16
17						17
18	721	A-3	X	Beaver Street Tower Co	50 00	18
19	721	A-3	X	CSX Corporation		19
20	721	A-3	VI	DOCP Aquisition LLC	10.00	20
21	721	A-3	VI	Green Real Estate	33 33	21
22	721	A-3	VI	Helm Atlantic Assoc (Partnership)	50.00	22
23	721	A-3	VI	Richmond Center Associates (Partnership)	50.00	23
24	721	A-3	VI	Savannah Harbor Venture Partners - LLC	50 00	24
25	721	A-3	VI	West Jax Development Co	9 92	25
26				TOTAL CLASS A-3		26
27				TOTAL STOCK		27
28						28
29	721	B-1	VII	Washington & Franklin Rwy Co. - Matured 1/1/66		29
30				TOTAL CLASS B-1		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Continued

(Dollars in thousands)

6 If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.

9 Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis)

10. This schedule should not include securities issued or assumed by respondent

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

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			5,303	19
20	27,870	172		28,042				20
21	20			20				21
22	2,000		2,000	0				22
23	3,309			3,309				23
24	17,448		350	17,098				24
25	50			50				25
26	91,368	172	2,350	89,190			5,303	26
27	122,800	172		120,622			5,969	27
28								28
29	378			378				29
30	378			378				30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

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

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

Line No	Investments and advances				Disposed of: profit (loss) (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	14,897		14,897	0			532	1
2	1,966		1,966	0			6	2
3	0			0				3
4	16,863	0	16,863	0			538	4
5								5
6	120		2	118			5	6
7	3			3				7
8	575		30	545				8
9	480			480				9
10	1,178	0	32	1,146			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	2,203		1,628	575				17
18	43,421			43,421				18
19	0			0				19
20	45,634	0	1,628	44,006				20
21	46,848	0	1,660	45,188				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	122,800	172	2,350	120,622			5,969	35
36	378			378				36
37	16,863	0	16,863	0			538	37
38	46,848	0	1,660	45,188			5	38
39	0			0				39
40	186,889	172	20,873	166,188		0	6,512	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

Page 26 Other Parties to Joint Control:

Line 01 - Norfolk Southern Rwy. Co., and C. of Ga. Rwy. Co.
Line 02 - Various Carriers
Line 03 - Various Individuals
Line 04 - Norfolk Southern Rwy. Co.
Line 05 - C. of Ga. Rwy. Co.
Line 06 - Various Individuals
Line 07 - Conrail
Line 08 - Norfolk Southern Rwy. Co.
Line 09 - Various Carriers
Line 10 - Various Carriers
Line 11 - Norfolk Southern Rwy. Co.
Line 12 - Alabama Great Southern RR Co.
Line 15 - Conrail
Line 18 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway
Line 20 - Various Companies
Line 21 - Penn Central Realty and Norfolk Sothern Rwy. Co.
Line 22 - Helm Financial Corp.
Line 23 - River View II Associates
Line 24 - Various Companies

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

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

Line No	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity metho (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)							
1	Winston-Salem Southbound Rwy Co -Stock	7,154		283			7,437	1
2	Four Rivers Transportation - Stock	5,956		1,669			7,625	2
3	Trailer Train Co.	4,457	16,245				20,702	3
4							0	4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	17,567	16,245	1,952		0	35,764	13
14	Noncarrier (List specifics for each company)							
14	Helm Atlantic Assoc.	23,935		8,876		(32,811)	0	14
15	Richmond Center Assoc.	(4,186)		(743)			(4,929)	15
16	Savannah Harbor Venture Partners, LLC	0		(1,304)			(1,304)	16
17		0					0	17
18								18
19	Total Non-Carriers	19,749	0	6,829	0	(32,811)	(6,233)	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	37,316	16,245	8,781		(32,811)	29,531	27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS () = Credits

Dollars in Thousands

**330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED
PROPERTY AND EQUIPMENT**
(Dollars in thousands)

Amended

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	183,763			1
2		(3) Grading	601,661			2
3		(4) Other right-of-way expenditures	3,582			3
4		(5) Tunnels and subways	68,547			4
5		(6) Bridges, trestles, and culverts	644,739			5
6		(7) Elevated structures				6
7		(8) Ties	2,104,195			7
8		(9) Rail and other track material	2,767,220			8
9		(11) Ballast	1,243,990			9
10		(13) Fences, snow sheds, and signs	9,622			10
11		(16) Station and office buildings	392,601			11
12		(17) Roadway buildings	18,909			12
13		(18) Water stations				13
14		(19) Fuel stations	34,230			14
15		(20) Shops and enginehouses	280,975			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	3,990			17
18		(24) Coal and ore wharves	150,603			18
19		(25) TOFC/COFC terminals	108,805			19
20		(26) Communication systems	61,221			20
21		(27) Signals and interlockers	751,223			21
22		(28) Power plants	1,310			22
23		(31) Power-transmission systems	26,718			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	161,647			25
26		(39) Public improvements - Construction	85,395			26
27		(44) Shop machinery	95,298			27
28		(45) Power-plant machinery	2,369			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	9,802,613	0		30
31		(52) Locomotives	2,103,846			31
32		(53) Freight-train cars	2,293,960			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	59,954			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	77,375			36
37		(58) Miscellaneous equipment	187,978			37
38		(59) Computer systems and word processing equipment	36,792			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	4,761,680	0		39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	402,301			42
43		GRAND TOTAL	14,966,594	0	0	43

See Notes on Page 31.

**330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED
PROPERTY AND EQUIPMENT - Cont'd.**
(Dollars in thousands)

Amended

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		2,149		2,149	185,912	1
2		32,747	3,705	29,042	630,703	2
3		662	30	632	4,214	3
4		1,325		1,325	69,872	4
5		24,205	29,000	(4,795)	639,944	5
6		356		356	356	6
7		138,283	82,165	56,118	2,160,313	7
8		197,976	58,435	139,541	2,906,761	8
9		64,187	9,947	54,240	1,298,230	9
10		3,358	18	3,340	12,962	10
11		32,531	50	32,481	425,082	11
12		349	216	133	19,042	12
13				0	0	13
14		7,471	446	7,025	41,255	14
15		7,373	1,572	5,801	286,776	15
16				0	0	16
17		423		423	4,413	17
18		787	78	709	151,312	18
19		17	6,000	(5,983)	102,822	19
20		15,204		15,204	76,425	20
21		104,581	32,000	72,581	823,804	21
22				0	1,310	22
23		3,429		3,429	30,147	23
24				0	0	24
25		15,482	179	15,303	176,950	25
26		19,845	594	19,251	104,646	26
27		4,716	378	4,338	99,636	27
28				0	2,369	28
29				0	0	29
30		677,456	224,813	452,643	10,255,256	30
31		337,465	28,138	309,327	2,413,173	31
32		186,169	22,414	163,755	2,457,715	32
33				0	621	33
34			3,864	(3,864)	56,090	34
35				0	1,154	35
36		561	4,156	(3,595)	73,780	36
37		14,326	5,882	8,444	196,422	37
38		977		977	37,769	38
39		539,498	64,454	475,044	5,236,724	39
40				0	0	40
41				0	0	41
42		34,457		34,457	436,758	42
43		1,251,411	289,267	962,144	15,928,738	43

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

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

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

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

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

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

Line No	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No
		Depreciation base		Annual composite rate (percent)	Depreciation base		Annual composite rate (percent)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
No	(a)	(b)	(c)	(d)	(e)	(f)	(g)	No
ROAD								
1	(3) Grading	601,661	630,703	1.23	88,044	87,804		1
2	(4) Other right-of-way expenditures	3,582	4,214	1.53	785	785		2
3	(5) Tunnels and subways	68,547	69,872	1.23	16,763	16,763		3
4	(6) Bndges, trestles, and culverts	644,739	639,944	1.39	106,080	106,075		4
5	(7) Elevated structures		356		1,018	1,018		5
6	(8) Ties	2,104,195	2,180,313	4.19	499,928	498,115		6
7	(9) Rail and other track material	2,767,220	2,906,761	2.48	957,355	941,933		7
8	(11) Ballast	1,243,990	1,288,230	2.75	356,212	356,212		8
9	(13) Fences, snowsheds, and signs	9,622	12,982	2.00	521	521		9
10	(16) Station and office buildings	392,601	425,082	2.39	115,957	115,724		10
11	(17) Roadway buildings	18,909	19,042	2.44	326	313		11
12	(18) Water stations				308	308		12
13	(19) Fuel stations	34,230	41,255	3.57	27,341	27,341		13
14	(20) Shops and enginehouses	280,975	286,776	2.27	20,003	20,002		14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	3,990	4,413	3.25	445	445		16
17	(24) Coal and ore wharves	150,603	151,312	1.63	1,866	1,652		17
18	(25) TOFC/COFC terminals	108,805	102,822	2.86	21,690	21,688		18
19	(26) Communication systems	61,221	76,425	14.29	53,930	52,134		19
20	(27) Signals and interlockers	751,223	823,804	2.51	176,843	176,801		20
21	(29) Power plants	1,310	1,310	2.56	184	184		21
22	(31) Power-transmission systems	26,718	30,147	1.43	3,307	3,305		22
23	(35) Miscellaneous structures				1,411	1,411		23
24	(37) Roadway machines	161,647	176,950	5.29	40,099	38,495		24
25	(39) Public improvements - Construction	85,395	104,646	1.39	29,324	29,321		25
26	(44) Shop machinery	95,298	99,636	3.70	12,492	12,492		26
27	(45) Power-plant machinery	2,369	2,369	3.13	667	(118)		27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	9,618,850	10,069,344		2,532,899	2,510,724		30
EQUIPMENT								
31	(52) Locomotives	2,103,846	2,413,173	4.28	455,536	429,179		31
32	(53) Freight-train cars	2,293,960	2,457,715	3.89	248,292	243,207		32
33	(54) Passenger-train cars	621	621		5,282	5,282		33
34	(55) Highway revenue equipment	59,954	56,090		4,796	4,019		34
35	(56) Floating equipment	1,154	1,154	2.13				35
36	(57) Work equipment	77,375	73,780	2.93	23,663	19,875		36
37	(58) Miscellaneous equipment	187,978	196,422	10.01	24,421	24,421		37
38	(59) Computer systems and word processing equipment	36,792	37,769	14.29	19,061	11,068		38
39	TOTAL EQUIPMENT	4,761,680	5,236,724		781,051	737,051		39
40	GRAND TOTAL	14,380,530	15,306,068	N/A	3,313,950	3,247,775	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	147,380	9,809		3,705		153,484	1
2		(4) Other right-of-way expenditures	1,457	38		30		1,465	2
3		(5) Tunnels and subways	21,395	685		0		22,080	3
4		(6) Bridges, trestles, and culverts	122,667	9,070		29,000		102,737	4
5		(7) Elevated structures	0			0		0	5
6		(8) Ties	854,624	72,639		82,165	6,932	838,166	6
7		(9) Rail and other track material	568,577	61,162	13,254	58,435	3,360	579,198	7
8		(11) Ballast	407,670	34,338		9,947	16	432,045	8
9		(13) Fences, snowsheds, and signs	5,953	122		18		6,057	9
10		(16) Station and office buildings	96,569	8,804		50		105,323	10
11		(17) Roadway buildings	10,350	345		216		10,479	11
12		(18) Water stations	0	0		0		0	12
13		(19) Fuel stations	8,685	1,318		446		9,757	13
14		(20) Shops and enginehouses	126,338	5,070		1,572		129,836	14
15		(22) Storage warehouses	0			0			15
16		(23) Wharves and docks	1,278	54		0		1,332	16
17		(24) Coal and ore wharves	110,571	2,819		78		113,312	17
18		(25) TOFC/COFC terminals	32,751	3,458		6,000		30,209	18
19		(26) Communication systems	30,403	7,784		0		38,187	19
20		(27) Signals and interlockers	150,621	21,199		32,000		139,820	20
21		(28) Power plants	558	29		0		587	21
22		(31) Power-transmission systems	8,537	381		0		8,918	22
23		(35) Miscellaneous structures	0	0		0		0	23
24		(37) Roadway machines	970	2,242		179		3,033	24
25		(39) Public improvements-Const	9,642	1,412		594		10,460	25
26		(44) Shop machinery*	26,790	3,403		378		29,815	26
27		(45) Power-plant machinery	2,774	103		0		2,877	27
28		All other road accounts	0	0		0		0	28
29		Amortization (Adjustments)		(21,012)				(21,012)	29
30		TOTAL ROAD	2,744,760	225,272	13,254	224,613	10,308	2,748,165	30
		EQUIPMENT							
31	*	(52) Locomotives	696,883	105,566		28,138		774,311	31
32	*	(53) Freight-train cars	836,028	101,495	210	22,414		1,015,319	32
33	*	(54) Passenger-train cars	0			0		0	33
34	*	(55) Highway revenue equipment	54,154			3,884		50,290	34
35	*	(56) Floating equipment	144			0		144	35
36	*	(57) Work equipment	7,471			4,156		3,315	36
37	*	(58) Miscellaneous equipment	81,921	22,088		5,882		98,127	37
38		(59) Computer systems and word processing equipment	29,214					29,214	38
39	*	Amortization (Adjustments)		12,951				12,951	39
40		TOTAL EQUIPMENT	1,805,815	242,100	210	64,454		1,983,671	40
41		GRAND TOTAL	4,550,575	467,372	13,464	289,267	10,308	4,731,836	41

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

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in thousands)

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

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

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

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

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

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

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

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

(Dollars in thousands)

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

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

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

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

Line No	Cross Check	Account	Depreciation base		Annual composite rate (percent) (d)	Line No
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements-const				25
26		(44) Shop machinery				26
27		(45) Power-plant machinery				27
28		All other road accounts				28
29		Amortization (Adjustments)				29
30		TOTAL ROAD				30
		EQUIPMENT				
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		(59) Computer systems and word processing equipment				38
39		Amortization Adjustments				39
40		TOTAL EQUIPMENT				40
41		GRAND TOTAL (See Note)				41

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

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

1. Enter the required information concerning debits and credits to account 733, "Accumulated Depreciation-Improvements on Leased Property", during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr"
3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39 Grand Total, should be completed.

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

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

Included in Schedule 335

NOTES AND REMARKS FOR SCHEDULE 342

Dollars in Thousands

() = Debt

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	16,031	15,928,738	4,731,836	1
2						2
3						3
4	P	Augusta and Summerville RR Co		381	149	4
5	P	High Point, Thomasville & Denton RR Co	34	9,955	4,900	5
6	P	Lake Front Dock and RR Terminal Co		14,987	9,205	6
7	P	Winston-Salem Southbound Rwy Co		28,442	14,352	7
8						8
9			34	53,765	28,606	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	O	New York Central Lines, LLC	4,000	2,544,977	472,454	21
22			4,486	2,558,614	473,856	22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	20,551	18,541,117	5,234,298	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	185,912	1457		47,890	1
2		(3) Grading	630,703	4599		87,804	2
3		(4) Other right-of-way expenditures	4,214	227		785	3
4		(5) Tunnels and subways	69,872			16,763	4
5		(6) Bridges, trestles, and culverts	639,944	1259		106,075	5
6		(7) Elevated structures	356			1,018	6
7		(8) Ties	2,160,313	13326		498,115	7
8		(9) Rail and other track material	2,906,761	14318		941,933	8
9		(11) Ballast	1,298,230	7353		356,212	9
10		(13) Fences, snow sheds, and signs	12,962	44		521	10
11		(16) Station and office buildings	425,082	1004		115,724	11
12		(17) Roadway buildings	19,042	4		313	12
13		(18) Water stations				308	13
14		(19) Fuel stations	41,255			27,341	14
15		(20) Shops and enginehouses	286,776	37		20,002	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	4,413			445	17
18		(24) Coal and ore wharves	151,312	8342		1,652	18
19		(25) TOFC/COFC terminals	102,822	2		21,688	19
20		(26) Communication systems	76,425	3		52,134	20
21		(27) Signals and interlockers	823,804	764		176,801	21
22		(29) Power plants	1,310			184	22
23		(31) Power-transmission systems	30,147	201		3,305	23
24		(35) Miscellaneous structures				1,411	24
25		(37) Roadway machines	176,950	206		38,484	25
26		(39) Public improvements - Construction	104,646	454		29,332	26
27		(44) Shop machinery	99,636			12,492	27
28		(45) Power-plant machinery	2,369			(118)	28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	10,255,256	53,600		2,558,614	31
32		(52) Locomotives	2,413,173				32
33		(53) Freight-train cars	2,457,715	7			33
34		(54) Passenger-train cars	621				34
35		(55) Highway revenue equipment	56,090				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	73,780				37
38		(58) Miscellaneous equipment	196,422	158			38
39		(59) Computer systems & word processing equipment	37,769				39
40		TOTAL EQUIPMENT	5,236,724	165		0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	436,758				43
44		GRAND TOTAL	15,928,738	53,765		2,558,614	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

CROSS-CHECKS

SCHEDULE 410

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

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

SCHEDULE 210

SCHEDULE 412

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

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

SCHEDULE 414

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

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

SCHEDULE 415

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

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

AND
SCHEDULE 414

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

SCHEDULE 415

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

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

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

SCHEDULE 417

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

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

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

410. RAILWAY OPERATING EXPENSES (Dollars in Thousands)												Amended
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.		
			Salaries and wages (b)	Matl, tools & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)					
		WAY AND STRUCTURES										
		ADMINISTRATION										
		Track										
1			6,820	1,678	3,673	426	12,597		12,597	1		
2		Bridge and Buildings	4,293	482	330	476	5,581		5,581	2		
3		Signal	4,791	1,011	5,037	4,267	15,106		15,106	3		
4		Communication	38	29	132	199	398		398	4		
5		Other	17,658	(2,170)	8,057	3,700	27,245		27,245	5		
		REPAIR AND MAINTENANCE										
6		Roadway - Running	9,706	12,851	20,062	857	43,476		43,476	6		
7		Roadway - Switching	4,144	2,708	2,914	100	9,866		9,866	7		
8		Tunnels and Subways - Running	39	21	130	1	191		191	8		
9		Tunnels and Subways - Switching	5	770	0	0	775		775	9		
10		Bridges and Culverts - Running	12,456	3,133	2,811	2,821	21,221		21,221	10		
11		Bridges and Culverts - Switching	166	4	13	0	183		183	11		
12		Ties - Running	3,037	244	82	211	3,574		3,574	12		
13		Ties - Switching	1,699	94	3	45	1,841		1,841	13		
14		Rail and other track material - Running	19,253	18,028	12,797	(55)	50,023		50,023	14		
15		Rail and other track material - Switching	6,356	2,207	273	0	8,836		8,836	15		
16		Ballast - Running	11,866	603	1,011	956	14,436		14,436	16		
17		Ballast - Switching	958	113	1	10	1,082		1,082	17		
18		Road Property Damaged - Running	824	(577)	344	(436)	155		155	18		
19		Road Property Damaged - Switching	615	29	1	2	647		647	19		
20		Road Property Damaged - Other	0	0	0	0	0		0	20		
21		Signals and Interlockers - Running	35,963	13,326	6,775	2,556	58,620		58,620	21		
22		Signals and Interlockers - Switching	9,906	1,265	6	8	11,185		11,185	22		
23		Communications Systems	17,341	4,662	887	349	23,239		23,239	23		
24		Power Systems	735	2	0	1	738		738	24		
25		Highway Grade Crossings - Running	8,727	508	(2,713)	14	6,536		6,536	25		
26		Highway Grade Crossings - Switching	42	2	0	0	44		44	26		
27		Station and Office Buildings	6,036	1,280	4,301	597	12,214		12,214	27		
28		Shop Buildings - Locomotives	3,663	1,481	932	86	6,162		6,162	28		
29		Shop Buildings - Freight Cars	1,130	502	382	36	2,050		N/A	2,050	29	
30		Shop Buildings - Other Equipment	2,111	1,338	1,315	5	4,769		4,769	30		

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)											Amended
Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.	
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)				
REPAIR AND MAINTENANCE - Continued											
101		Locomotive Servicing Facilities	239	154	33	0	426			426	101
102		Miscellaneous Buildings and Structures	788	45	40	90	963			963	102
103		Coal Terminals	33	730	465	0	1,228	N/A		1,228	103
104		Ore Terminals	871	599	388	0	1,858	N/A		1,858	104
105		Other Marine Terminals	1	108	220	0	329	N/A		329	105
106		TOFC/COFC - Terminals	14	153	0	0	167	N/A		167	106
107		Motor Vehicle Loading and Distribution Facilities	2	0	0	0	2	N/A		2	107
108		Facilities for Other Specialized Service Operations	10	82	0	0	92	N/A		92	108
109		Roadway Machines	10,069	24,213	1,068	(18,341)	17,009			17,009	109
110		Small Tools and Supplies	299	(2,809)	64	25	(2,421)			(2,421)	110
111		Snow Removal	2,450	18	13	20	2,501			2,501	111
112		Fringe Benefits - Running	N/A	N/A	N/A	57,699	57,699			57,699	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	174	174			174	113
114		Fringe Benefits - Other	N/A	N/A	N/A	36,566	36,566			36,566	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	33,773	33,773			33,773	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	2,110	2,110			2,110	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	0	0			0	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	26,484	N/A	26,484			26,484	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	N/A	N/A	0			0	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	73,644	N/A	73,644			73,644	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	(7,068)	N/A	(7,068)			(7,068)	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0			0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	19,933	N/A	19,933			19,933	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	(98)	N/A	(98)			(98)	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	11,987	N/A	11,987			11,987	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	0	N/A	0			0	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(2)	N/A	(2)			(2)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	18	N/A	18			18	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(13)	N/A	(13)			(13)	129
130	*	Other Rents - Debit - Running	N/A	N/A	1,056	N/A	1,056			1,056	130
131	*	Other Rents - Debit - Switching	N/A	N/A	0	N/A	0			0	131
132	*	Other Rents - Debit - Other	N/A	N/A	0	N/A	0			0	132
133	*	Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0			0	133

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)											Amended
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	136,021	136,021	N/A	136,021	136	
137	*	Depreciation - Switching	N/A	N/A	N/A	89,251	89,251	N/A	89,251	137	
138	*	Depreciation - Other	N/A	N/A	N/A	0	0	N/A	0	138	
139		Joint Facility - Debit - Running	N/A	N/A	0	N/A	0	N/A	0	139	
140		Joint Facility - Debit - Switching	N/A	N/A	7,757	N/A	7,757	N/A	7,757	140	
141		Joint Facility - Debit - Other	N/A	N/A	0	N/A	0	N/A	0	141	
142		Joint Facility - (Credit) - Running	N/A	N/A	(3)	N/A	(3)		(3)	142	
143		Joint Facility - (Credit) - Switching	N/A	N/A	(72)	N/A	(72)		(72)	143	
144		Joint Facility - (Credit) - Other	N/A	N/A	(4,391)	N/A	(4,391)		(4,391)	144	
145		Dismantling Retired Road Property - Running	685	4	0	2	691		691	145	
146		Dismantling Retired Road Property - Switching	2	0	0	0	2		2	146	
147		Dismantling Retired Road Property - Other	8	0	0	0	8		8	147	
148		Other - Running	3,179	1,108	12,344	(346)	16,285		16,285	148	
149		Other - Switching	275	10	0	1	286		286	149	
150		Other - Other	390	413	35	(8,890)	(8,052)		(8,052)	150	
151		TOTAL WAY AND STRUCTURES	209,693	90,452	213,458	345,387	858,990		858,990	151	
EQUIPMENT											
LOCOMOTIVES											
201		Administration	7,514	5,341	6,922	2,178	21,955		21,955	201	
202	*	Repair and Maintenance	63,333	129,614	4,749	1,135	198,831		198,831	202	
203	*	Machinery Repair	839	484	261	0	1,584		1,584	203	
204		Equipment Damaged	51	0	51	0	102		102	204	
205		Fringe Benefits	N/A	N/A	N/A	33,634	33,634		33,634	205	
206		Other Casualties and Insurance	N/A	N/A	N/A	32,129	32,129		32,129	206	
207	*	Lease Rentals - Debit	N/A	N/A	80,579	N/A	80,579		80,579	207	
208	*	Lease Rentals - (Credit)	N/A	N/A	(97)	N/A	(97)		(97)	208	
209		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0		0	209	
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0		0	210	
211	*	Other Rents - Debit	N/A	N/A	0	N/A	0		0	211	
212	*	Other Rents - (Credit)	N/A	N/A	66	N/A	66		66	212	
213	*	Depreciation	N/A	N/A	N/A	112,320	112,320		112,320	213	
214		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	214	
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	215	
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0		0	216	

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)											Amended
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)				
217		LOCOMOTIVES - Continued									
218		Dismantling Retired Property	0	0	0	0	0			0 217	
219		Other	0	0	4	(34,814)	(34,810)		(34,810)	218	
		TOTAL LOCOMOTIVES	71,737	135,439	92,535	146,582	446,293		446,293	219	
		FREIGHT CARS									
220		Administration	10,573	(6,146)	5,517	11,075	21,019	N/A	21,019	220	
221	*	Repair and Maintenance	71,621	45,732	37,289	(884)	153,758	N/A	153,758	221	
222	*	Machinery Repair	1,520	827	690	0	3,037	N/A	3,037	222	
223		Equipment Damaged	0	(4,187)	8,653	0	4,466	N/A	4,466	223	
224		Fringe Benefits	N/A	N/A	N/A	39,730	39,730	N/A	39,730	224	
225		Other Casualties and Insurance	N/A	N/A	N/A	45,233	45,233	N/A	45,233	225	
226	*	Lease Rentals - Debit	N/A	N/A	138,184	N/A	138,184	N/A	138,184	226	
227	*	Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	N/A	0	227	
228		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228	
229		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229	
230	*	Other Rents - Debit	N/A	N/A	425,713	N/A	425,713	N/A	425,713	230	
231	*	Other Rents - (Credit)	N/A	N/A	(85,081)	N/A	(85,081)	N/A	(85,081)	231	
232	*	Depreciation	N/A	N/A	N/A	109,762	109,762	N/A	109,762	232	
233		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233	
234		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234	
235	*	Repairs Billed to Others - (Credit)	N/A	N/A	(53,269)	N/A	(53,269)	N/A	(53,269)	235	
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236	
237		Other	14	3	(7,094)	0	(7,077)	N/A	(7,077)	237	
238		TOTAL FREIGHT CARS	83,728	36,229	470,602	204,916	795,475	N/A	795,475	238	
		OTHER EQUIPMENT									
301		Administration	257	62	634	6	959	N/A	959	301	
		Repair and Maintenance									
302	*	Trucks, Trailers, and Containers - Revenue Service	0	2	81	0	83	N/A	83	302	
303	*	Floating Equipment - Revenue Service	0	0	0	0	0	N/A	0	303	
304	*	Passenger and Other Revenue Equipment	0	0	14	0	14		14	304	
305	*	Computer systems and word processing equip.	0	229	0	0	229		229	305	
306	*	Machinery	422	3,030	1,088	25	4,565		4,565	306	
307	*	Work and Other Non-Revenue Equipment	224	17,538	3,306	6	21,074		21,074	307	
308		Equipment Damaged	0	0	0	0	0		0	308	
309		Fringe Benefits	N/A	N/A	N/A	1,097	1,097		1,097	309	
310		Other Casualties and Insurance	N/A	N/A	N/A	402	402		402	310	
311	*	Lease Rentals - Debit	N/A	N/A	16,809	N/A	16,809		16,809	311	
312	*	Lease Rentals - (Credit)	N/A	N/A	(23,285)	N/A	(23,285)		(23,285)	312	

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)										Amended
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)			
313		OTHER EQUIPMENT - Continued								
314		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0		0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0		0	314
315	*	Other Rents - Debit	N/A	N/A	1,789	N/A	1,789		1,789	315
316	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0		0	316
317	*	Depreciation	N/A	N/A	N/A	20,019	20,019		20,019	317
318		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	319
320	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0		0	320
321		Dismantling Retired Property	6	0	0	0	6		6	321
322		Other	0	0	1	(27,986)	(27,985)		(27,985)	322
323		TOTAL OTHER EQUIPMENT	909	20,861	437	(6,431)	15,776		15,776	323
324		TOTAL EQUIPMENT	156,374	192,529	563,574	345,067	1,257,544		1,257,544	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	39,523	3,852	1,668	8,224	53,267		53,267	401
402		Engine Crews	198,675	95	291	22,786	221,847		221,847	402
403		Train Crews	225,786	716	83	59,346	285,931		285,931	403
404		Dispatching Trains	40,738	203	4,246	2,763	47,950		47,950	404
405		Operating Signals and Interlockers	423	0	0	0	423		423	405
406		Operating Drawbridges	4,898	2	4	81	4,985		4,985	406
407		Highway Crossing Protection	80	502	7,593	5	8,180		8,180	407
408		Train Inspection and Lubrication	47,871	3,398	2,108	(4,380)	48,997		48,997	408
409		Locomotive Fuel	1	258,055	15	8	258,079		258,079	409
410		Electric Power Purchased or Produced for								
		Motive Power	0	0	0	0				410
411		Servicing Locomotives	30,239	2,861	2,271	375	35,746		35,746	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0		0	412
413		Clearing Wrecks	604	12	6,129	4	6,749		6,749	413
414		Fringe Benefits	N/A	N/A	N/A	244,226	244,226		244,226	414
415		Other Casualties and Insurance	N/A	N/A	N/A	42,873	42,873		42,873	415
416		Joint Facility - Debit	N/A	N/A	43,555	N/A	43,555		43,555	416
417		Joint Facility - (Credit)	N/A	N/A	2,837	N/A	2,837		2,837	417
418		Other	15,745	281	1,373	499	17,898		17,898	418
419		TOTAL TRAIN OPERATIONS	604,583	269,977	72,173	376,810	1,323,543		1,323,543	419
		YARD OPERATIONS								
420		Administration	30,393	1,961	3,308	3,196	38,858		38,858	420
421		Switch Crews	177,082	1,947	4,588	1,595	185,212		185,212	421

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

Amended

Line No.	Cross Check	Name of railway operating expense account (a)	Freight							Total freight expense (f)	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	26,636	154	1,904	42		28,736			28,736	422	
423		Yard and Terminal Clerical	23,073	56	4	44		23,177			23,177	423	
424		Operating Switches, Signals, Retarders and Humps	2,344	2	0	1		2,347			2,347	424	
425		Locomotive Fuel	0	6,586	0	0		6,586			6,586	425	
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0						426	
427		Servicing Locomotives	13,508	31	2	23		13,564			13,564	427	
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0						428	
429		Clearing Wrecks	591	23	7,154	7		7,775			7,775	429	
430		Fringe Benefits	N/A	N/A	N/A	113,309		113,309			113,309	430	
431		Other Casualties and Insurance	N/A	N/A	N/A	41,496		41,496			41,496	431	
432		Joint Facility - Debit	N/A	N/A	1,384	N/A		1,384			1,384	432	
433		Joint Facility - (Credit)	N/A	N/A	(60,027)	N/A		(60,027)			(60,027)	433	
434		Other	1,283	47	2,429	64		3,823			3,823	434	
435		TOTAL YARD OPERATIONS	274,910	10,807	(39,254)	159,777		406,240			406,240	435	
		TRAIN AND YARD OPERATIONS COMMON											
501		Cleaning Car Interiors	568	6	4,135	N/A		4,709			4,709	501	
502		Adjusting and Transferring Loads	4,145	14	46	N/A		4,205	N/A		4,205	502	
503		Car Loading Devices and Grain Doors	0	600	0	N/A		600	N/A		600	503	
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	17,030		17,030			17,030	504	
505		Fringe Benefits	N/A	N/A	N/A	224		224			224	505	
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	4,713	620	4,181	17,254		26,768			26,768	506	
		SPECIALIZED SERVICE OPERATIONS											
507	*	Administration	0	0	4			4	N/A		4	507	
508	*	Pickup and Delivery and Marine Line Haul	0	0	402	0		402	N/A		402	508	
509	*	Loading and Unloading and Local Marine	9,222	1,144	101,498	(2,108)		109,756	N/A		109,756	509	
510	*	Protective Services	15	0	4,680	0		4,695	N/A		4,695	510	
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0		0	N/A			511	
512	*	Fringe Benefits	N/A	N/A	N/A	3,744		3,744	N/A		3,744	512	
513	*	Casualties and Insurance	N/A	N/A	N/A	0		0	N/A			513	
514	*	Joint Facility - Debit	N/A	N/A	4,055	N/A		4,055	N/A		4,055	514	
515	*	Joint Facility - (Credit)	N/A	N/A	0	N/A		0	N/A			515	
516	*	Other	0	0	0	0		0	N/A		0	516	
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	9,237	1,144	110,639	1,636		122,656	N/A		122,656	517	

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)											Amended
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)				
ADMINISTRATIVE SUPPORT OPERATIONS											
518		Administration	61,924	963	19,074	9,785	91,746		91,746	518	
519		Employees Performing Clerical & Accounting Functions	60,247	1,500	4,926	2,782	69,455		69,455	519	
520		Communication Systems Operation	497	0	0	0	497		497	520	
521		Loss and Damage Claims Processing	672	7	2,854	110	3,643		3,643	521	
522		Fringe Benefits	N/A	N/A	N/A	32,906	32,906		32,906	522	
523		Casualties and Insurance	N/A	N/A	N/A	0	0		0	523	
524		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	524	
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	525	
526		Other	534	22	2,650	(14,177)	(10,971)		(10,971)	526	
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	123,874	2,492	29,504	31,406	187,276		187,276	527	
528		TOTAL TRANSPORTATION	1,017,317	285,040	177,243	586,883	2,066,483		2,066,483	528	
GENERAL AND ADMINISTRATIVE											
601		Officers - General Administration	10,978	3,876	64,986	31,227	111,067		111,067	601	
602		Accounting, Auditing and Finance	21,745	141	90,027	6,774	118,687		118,687	602	
603		Management Services and Data Processing	88	20	217,696	6	217,810		217,810	603	
604		Marketing	10,879	98	4,920	25,110	41,007		41,007	604	
605		Sales	26,418	308	645	5,672	33,043		33,043	605	
606		Industrial Development	1,558	17	79	2,753	4,407	N/A	4,407	606	
607		Personnel and Labor Relations	21,676	342	23,197	3,884	49,099		49,099	607	
608		Legal and Secretarial	9,797	221	41,462	7,143	58,623		58,623	608	
609		Public Relations and Advertising	2,302	194	51,458	1,682	55,636		55,636	609	
610		Research and Development	1,891	22	48	275	2,236		2,236	610	
611		Fringe Benefits	N/A	N/A	N/A	55,788	55,788		55,788	611	
612		Casualties and Insurance	N/A	N/A	N/A	2,141	2,141		2,141	612	
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	(3,175)	(3,175)		(3,175)	613	
614		Property Taxes	N/A	N/A	N/A	79,577	79,577		79,577	614	
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	18,302	18,302		18,302	615	
616		Joint Facility - Debit	N/A	N/A	61,819	N/A	61,819		61,819	616	
617		Joint Facility - (Credit)	N/A	N/A	14	N/A	14		14	617	
618		Other	8,009	1,035	11,140	80,978	101,162		101,162	618	
619		TOTAL GENERAL AND ADMINISTRATIVE	115,341	6,274	567,491	318,137	1,007,243		1,007,243	619	
620		TOTAL CARRIER OPERATING EXPENSES	1,498,725	574,295	1,521,766	1,595,474	5,190,260	0	5,190,260	620	

412. WAY AND STRUCTURES

(Dollars in thousands)

Amended

- 1 Report freight expenses only
- 2 The total depreciation expense reported in column (b), line 28, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137 and 138
- 3 Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29 should balance to the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135
- If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use schedule 352B of this report for obtaining the depreciation bases of the categories of leased property
- 4 Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item. The net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335
- 5 Report on line 28 all other lease rentals not apportioned to any category listed on lines 1 through 27
- 6 Line 11, account 16, should not include computer and data processing equipment reported on line 37 of schedule 415

Line No	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No
1		2	Land for transportation purposes	N/A			1
2		3	Grading	12,105		2,296	2
3		4	Other right-of-way expenditures	18		(20)	3
4		5	Tunnels and subways	579		(108)	4
5		6	Bridges, trestles and culverts	8,857		(213)	5
6		7	Elevated structures				6
7		8	Ties	58,235		(16,404)	7
8		9	Rail and other track material	58,840		(4,522)	8
9		11	Ballast	33,165		(1,173)	9
10		13	Fences, snowsheds and signs	0		(122)	10
11		16	Station and office buildings	8,459		(345)	11
12		17	Roadway buildings	221		(124)	12
13		18	Water stations				13
14		19	Fuel stations	1,254		(64)	14
15		20	Shops and enginehouses	4,023		(1,047)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	4		(50)	17
18		24	Coal and ore wharves	2,654		(165)	18
19		25	TOFC/COFC terminals	3,718		260	19
20		26	Communications systems	7,784			20
21		27	Signals and interlockers	20,384		(815)	21
22		29	Power plants	24		(5)	22
23		31	Power transmission systems	352		(29)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	3,976		1,734	25
26		39	Public improvements construction	1,501		89	26
27		45	Power plant machines	(84)		(84)	27
28		-	Other lease/rentals	0	114,049	(103)	28
29		-	TOTAL	221,889	114,049	(21,012)	29

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in thousands)											Amended
1. Report freight expenses only											
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).											
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (c). The balancing of schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415											
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.											
5. Report in columns (c), (d), (f) and (g) rentals for railroad owned cars prescribed by the Commission in EX Parte no. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.											
NOTES: Mechanical designations for each car type are shown in Schedule 710.											
Line No	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis				GROSS AMOUNTS PAYABLE Per diem basis				Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)			
1		CAR TYPES									1
		Box-Plain 40 Foot									
2		Box-Plain 50 Foot and Longer		38	51	11,032	1,731	7,883			2
3		Box-Equipped		8,636	20,421		22,022	76,843			3
4		Gondola-Plain		475	1,232	393	2,948	5,156			4
5		Gondola-Equipped		3,357	12,189		3,817	17,084			5
6		Hopper-Covered		2,567	8,267	24,108	7,939	27,091			6
7		Hopper-Open Top-General Service		2,132	3,415		4,141	8,209			7
8		Hopper-Open Top-Special Service		142	1,067		245	946			8
9		Refrigerator-Mechanical					2,268	6,349			9
10		Refrigerator-Non-Mechanical		385	628	45	2,698	4,027			10
11		Fiat TOFC/COFC									11
12		Fiat Multi-Level				58,721	4,022	8,021			12
13		Fiat-General Service		13	145	8,752	232	962			13
14		Fiat-Other		117	411	8,535	3,180	12,083			14
15		Tank-Under 22,000 Gallons				28,992					15
16		Tank-22,000 Gallons and Over				21,193					16
17		All Other Freight Cars		5	855		100	403			17
18		Auto Racks			18,533			33,742			18
19		TOTAL FREIGHT TRAIN CARS	0	17,867	67,214	161,771	55,343	208,599			19
		OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers									20
21		Other Trailers									21
22		Refrigerated Containers									22
23		Other Containers									23
24	*	TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	0	0	0	24
25		GRAND TOTAL (LINES 19 AND 24)	0	17,867	67,214	161,771	55,343	208,599			25

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.

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)

Amended

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	19,883	773		47	1
2		Diesel Locomotive-Road	178,948	94,819	12,971	4,818	2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road		1,988		119	4
5	*	TOTAL	198,831	97,580	12,971	4,984	5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot	0	346	0	26	6
7		Box-Plain 50 Foot and Longer	11	4,285	206	328	7
8		Box-Equipped	21,735	11,351	1,166	781	8
9		Gondola-Plain	2,823	4,003	0	275	9
10		Gondola-Equipped	17,374	9,684	0	686	10
11		Hopper-Covered	20,081	16,621	0	1,256	11
12		Hopper-Open Top-General Service	8,875	28,405	246	1,831	12
13		Hopper-Open Top-Special Service	3,962	9,985	0	545	13
14		Refrigerator-Mechanical	0	0	0		14
15		Refrigerator-Nonmechanical	1,237	0	0		15
16		Flat TOFC/COFC	0	0	0		16
17		Flat Multi-level	0	3	0		17
18		Flat-General Service	0	38	0	4	18
19		Flat-Other	315	652	0	58	19
20		All Other Freight Cars	6,634	1,674	0	142	20
21		Cabooses	0	672	0	46	21
22		Auto Racks	17,442	18,620	444	928	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	100,489	106,339	2,062	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					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	0	0	0	0	35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems and word processing equip	229	0	0		37
38	*	Machinery-Locomotives (1)	1,584	1,769	0		38
39	*	Machinery-Freight Cars (2)	3,037	1,361	0		39
40	*	Machinery-Other Equipment (3)	4,662	273	0		40
41	*	Work and Other Non-revenue Equipment	21,074	23,147	2	1,061	41
42		TOTAL OTHER EQUIPMENT	30,586	26,550	2	1,061	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	329,906	230,469	15,035	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

Amended

(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		3,279	18,658		5,690		1
2		77,269	2,193,543	153,515	678,960	80,174	2
3							3
4			47,457		14,471		4
5		80,548	2,259,658	153,515	699,121	80,174	5
6			8,673		3,527		6
7		7,909	93,062	13,753	37,847	11,690	7
8		11,124	282,786	1,443	115,004	1,227	8
9		17,540	102,952		41,869		9
10		24,008	262,527		106,765		10
11		27,631	409,424		166,506		11
12		34,142	666,608		271,098		12
13		7,647	167,235		68,012		13
14							14
15			40,733		16,566		15
16							16
17			25		10		17
18		130	992		403		18
19			18,265		7,428		19
20			50,079		20,366		20
21			16,328		6,640		21
22		8,053	314,158	8,673	127,763	5,691	22
23							23
24		138,184	2,433,847	23,869	989,804	18,608	24
25							25
26			56,090		50,290		26
27							27
28							28
29							29
30							30
31							31
32		0	56,090	0	50,290	0	32
33			1,154		144		33
34							34
35		0	1,154	0	144	0	35
36			621				36
37		365	37,548	221	29,020	194	37
38			51,810		15,503		38
39			39,855		11,926		39
40		(1,930)	7,971		2,385		40
41		(3,122)	270,184	18	101,427	15	41
42		(4,687)	407,989	239	160,261	209	42
43		214,045	5,158,738	177,623	1,899,620	98,991	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	348,318	85,700	1.23							348,318	85,700	1
2		8	785,872	475,988	4.93							785,872	475,988	2
3		9	1,651,679	311,272	2.70							1,651,679	311,272	3
4		11	1,089,615	237,052	2.72							1,089,615	237,052	4
5	Sub-Total		3,875,484	1,110,012								3,875,484	1,110,012	5
6	II	3	194,391	46,662	1.23							194,391	46,662	6
7		8	989,346	254,092	4.13							989,346	254,092	7
8		9	773,320	177,627	2.70							773,320	177,627	8
9		11	191,754	134,243	2.72							191,754	134,243	9
10	Sub-Total		2,148,811	612,624								2,148,811	612,624	10
11	III	3	0	N/A	N/A					N/A	N/A	0	N/A	11
12		8	0	N/A	N/A					N/A	N/A	0	N/A	12
13		9	0	N/A	N/A					N/A	N/A	0	N/A	13
14		11	0	N/A	N/A					N/A	N/A	0	N/A	14
15	Sub-Total		0	N/A	N/A					N/A	N/A	0	N/A	15
16	IV	3	87,994	21,122	1.23							87,994	21,122	16
17		8	385,095	115,018	3.43							385,095	115,018	17
18		9	481,761	80,405	2.70							481,761	80,405	18
19		11	16,862	60,766	2.72							16,862	60,766	19
20	Sub-Total		971,712	277,311								971,712	277,311	20
21	V	3												21
22		8												22
23		9												23
24		11												24
25	Sub-Total		0	0								0	0	25
26	GRAND TOTAL		6,996,007	1,999,947	N/A							6,996,007	1,999,947	26

(1) Columns (c) + (f) + (i) = Column 12

Columns (d) + (g) + (k) = Column 13

(2) The base grand total for owned and used improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9, and 11 shown at year end on Schedule 330 and Schedule 330A

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION
(Dollars in thousands)

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4 and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities
3. When necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410. Railway Operating Expenses
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h), relate to refrigerator cars only
8. Report in column (i) total expenses incurred in performing rail'substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only

Line No	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b - i) (j)	Line No
1	*	Administration										1
2	*	Pick up and delivery, marine line haul							N/A	637	637	2
3	*	Loading and unloading and local marine			1,147	247	318			15,936	17,648	3
4	*	Protective services, total debits and credits								4,459	4,459	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits									0	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL	0	0	1,147	247	318	0	0	21,032	22,744	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	2,413,173	153,515	12,971	80,174
53 -	Freight Cars	2,457,715	23,869	2,062	18,608
57 -	Work Equipment	73,780	18	2	15
59 -	Computer Systems	37,769	221	55	194

450. ANALYSIS OF TAXES

(Dollars in thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	100,977	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax & Surtax	15,283	2
3		Excess Profits		3
4		Total Income Taxes (ln 2 + 3)	15,283	4
5		Railroad Retirement	364,178	5
6		Hospital Insurance	26,226	6
7		Supplemental Annuities	15,521	7
8		Unemployment Insurance	22,416	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	443,624	10
11		Total Railway Taxes	544,601	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	2,783,176	171,208		2,954,384	1
2	Accelerated amortization of facilities, Sec 168 I.R.C				0	2
3	Accelerated amortization of rolling stock, Sec 184 I.R.C				0	3
4	Amortization of rights of way, Sec 185 I.R.C	(102,743)	2,234		(100,509)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(69,166)	(28,790)		(97,956)	6
7	Reserve for separation pay	(109,708)	4,691		(105,017)	7
8	Pier sales	(2,073)	423		(1,650)	8
9	Other temporary differences	(56,063)	(34,653)	38,150	(52,566)	9
10					0	10
11					0	11
12	Federal Effect of State	(119,419)	(21,539)	(2,207)	(143,165)	12
13					0	13
14	State Deferred Income Taxes	341,196	61,541	6,306	409,043	14
15					0	15
16					0	16
17	Other Credits				0	17
18	Investment Tax Credit*				0	18
19	TOTALS	2,665,200	155,115	42,249	2,862,564	19

NOT Total as indicated on Line 19 Col (e) above is comprised of Long-Term liability balance of \$ 2,986,591 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 124,027

450. ANALYSIS OF TAXES - Continued

(Dollars in thousands)

***Footnotes:**

- 1 If Flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit \$ -0-
- If deferral method for investment tax credit was elected
- (1) Indicate amount of credit utilized as a reduction of tax liability for current year \$ _____
- (2) Deduct amount of current year's credit applied to a reduction of tax liability but deferred for accounting purposes \$ _____
- (3) Balance of current year's credit used to reduce current year's tax accrual \$ _____
- (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accru \$ _____
- (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \$ _____
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ None

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

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519		N/A	N/A	1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9	551	Fees on Sale of Accounts Receivable	62,833		9
10		Conrail Merger Expenses	14		10
11		Cogeneration Expenses	29,961		11
12		Other- Each Less than 10% of Net Income	21,319		12
13		Total Account 551	114,127		13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS
(Dollars in thousands)

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

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

Line No	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Assoc of St Louis	Refunding & Improvement Mtg	1,113 + Interest	Note 1	1
2	Guarantors CSXT, BN, ICG, MKT,	Bonds, Series C, 4% due 7/01/2019			2
3	MP, N&W, SOU, SSW				3
4					4
5	Express Marine Transp	Barge Debt 10-1/4% - Due	12,734 + interest	Sole	5
6	Guarantor CSXT	May 11, 2004			6
7					7
8					8
9	Sealand	Rolling Stock Lease Obligation	79,845	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 1/7 only, the interest and sinking fund payments				29
30					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	0
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch 200, L 39	94,622
3	765 / 767	Funded Debt Unmatured	Sch. 200, L 41	106,001
4	766	Equipment Obligations	Sch 200, L. 42	862,117
5	766.5	Capitalized Lease Obligations	Sch. 200, L 43	119,536
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable, Affiliated Companies	Sch 200, L 45	5,200
8	770 1 / 770 2	Unamortized Debt Premium	Sch. 200, L 46	(1,423)
9		Total Debt	Sum L. 1-8	1,186,053
10		Debt Directly Related to Road Property	Note 1.	102,628
11		Debt Directly Related to Equipment	Note 1	1,074,865
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	1,177,493
13		Percent Directly Related to Road	L 10 - L. 12 (2 decimals)	8 72%
14		Percent Directly Related to Equipment	L 11 - L. 12 (2 decimals)	91.28%
15		Debt Not Directly Related to Road or Equipment	L 9 minus L. 12	8,560
16		Road Property Debt (Note 2)	(L 13 x L 15) plus L 10	103,374
17		Equipment Debt (Note 2)	(L 14 x L 15) plus L 11	1,082,679

II. Interest Accrued During Year

Line #	Account No	Title	Source	Balance at Close of year
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch 210, L 42	74,676
19	546	Contingent Interest On Funded Debt	Sch 210, L. 44	206
20	517	Release of Premiums on Funded Debt	Sch 210, L 22	26
21		Total Interest (Note 3)	(L 18 + L 19) - L. 20	74,856
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)	16,162
25		Interest On Road Property Debt (Note 5)	L. 22+(L 24xL 13)	5,496
26		Interest On Equipment Debt (Note 5)	L. 23+(L.24xL 14)	69,360
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	5 32%
28		Embedded Rate of Debt Capital - Equipment	L 26 div by L. 17	6 41%

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	243,300	23,897 P	1
2	CSX Corporation		Controlled	Interest Income	2,837	R	2
3	CSX Corporation		Controlled	Interest Expense	132	P	3
4	CSX Intermodal		Common	Operating Agreement - Exp Credits	285,438	28,886 R	4
5	CSX Realty		Common	Interest Income	872	161 R	5
6	CSX Technology		Common	Management Fees	281,514	66,381 P	6
7	CSX Technology		Common	Interest Income	(2,128)	R	7
8	CSX Trade Receivable Corp		Common	Fees on Sale of Accts Receivable	51,289	(64,683) P	8
9	CSX Insurance		Common	Interest Expense	4,933	523 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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No	Class	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc					Miles of yard switching tracks	TOTAL	Line No
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of running tracks*	Miles of way switching tracks			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	15,489	2,377	66	2,072	1,373	4,904	26,281	1
2	1J	1/4	0	0	0	0	18	13	31	2
3	1J	1/3	0	0	0	1	0	20	21	3
4	1J	2/5	0	0	0	0	0	3	3	4
5	1J	1/2	103	74	0	68	10	120	375	5
6	1J	2/3	0	0	0	0	2	9	11	6
7	1	Quebec	17	0	0	0	0	0	17	7
8	TOTAL CLASS 1		15,609	2,451	66	2,141	1,403	5,069	26,739	8
9										9
10										10
11	2	100%	177	2	1	9	31	34	254	11
12	2J	89%	154	0	0	0	32	0	186	12
13	2	Ontario	66	0	0	9	0	24	99	13
14	2	Quebec	25	0	0	0	4	0	29	14
15	TOTAL CLASS 2		422	2	1	18	67	58	568	15
16										16
17										17
18	3A	100%	3,138	1,044	47	301	416	949	5,895	18
19	3AJ	1/2	0	0	0	0	0	1	1	19
20	3B	100%	382	65	0	53	40	165	705	20
21	3BJ	1/3	0	3	0	0	0	0	3	21
22	3B	Quebec	13	0	0	0	4	0	17	22
23	TOTAL CLASS 3		3,533	1,112	47	354	460	1,115	6,621	23
24										24
25										25
26	4A	100%	0	0	0	0	1	0	1	26
27	4B	100%	125	10	0	10	72	19	236	27
28	4BJ	1/2	7	0	0	0	0	0	7	28
29	TOTAL CLASS 4		132	10	0	10	73	19	244	29
30										30
31										31
32	5	100%	3,643	1,203	623	302	176	533	6,480	32
33	5J	1/3	0	0	0	1	0	0	1	33
34	5J	1/2	2	0	0	0	0	0	2	34
35	5	Ontario	10	1	0	4	1	6	22	35
36	5	Quebec	6	0	0	0	0	0	6	36
37	TOTAL CLASS 5		3,661	1,204	623	307	177	539	6,511	37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57										57
58	GRAND TOTAL		23,357	4,779	737	2,830	2,180	6,800	40,683	58
59	Miles of electrified road or track included in preceding grand total								None	59

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

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

Line No	Cross Check	State or Territory	MILES OF ROAD OPERATED BY RESPONDENT								Line Owned, Not Operated By Respondent	New Line Constructed During Year	Line No
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)			
1		Alabama		1,133				110	1,243	44			1
2		Connecticut		0		7		62	69				2
3		District of Columbia		11		8		2	21				3
4		Delaware		23				20	43				4
5		Florida		1,619			84	47	1,750	33			5
6		Georgia		1,483		118		75	1,676	131			6
7		Illinois		491	35	314		219	1,059				7
8		Indiana		978	120	554		277	1,929	6			8
9		Kentucky		1,754	64	1	10	49	1,878	1			9
10		Louisiana		35				8	43				10
11		Massachusetts		0		304		150	454				11
12		Maryland		383	13	71		89	566				12
13		Michigan		669				171	840	6			13
14		Mississippi		74				20	94				14
15		Missouri						13	13				15
16		New Jersey		0		64		585	649	2			16
17		New York		0		1,060		267	1,327	12			17
18		North Carolina		1,079			7	52	1,138				18
19		Ohio		1,048		776	12	463	2,299	37			19
20		Pennsylvania		433	49	139	5	532	1,158	63			20
21		South Carolina		1,243		46		17	1,306	12			21
22		Tennessee		891		16		160	1,067	58			22
23		Virginia		955	30	9		55	1,049				23
24		West Virginia		1,297	20	16	14	202	1,549	94			24
25									0				25
26		Canada (Ontario)			66			10	76				26
27		Canada (Quebec)		0	25	30		6	61				27
28													28
29													29
30													30
31													31
32													32
33													33
34													34
35		Total Mileage (single track)		15,609	422	3,533	132	3,661	23,357	499			35

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 (i).
- 4 For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
- 5 A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
- 6 A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric e.g., steam, gas turbine. Show type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

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

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

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

9 Cross checks

Schedule 710	Schedule 710
Line 5, column (i)	= Line 1, column (f)
Line 6, column (i)	= Line 12, column (f)
Line 7, column (i)	= Line 13, column (f)
Line 8, column (i)	= Line 14, column (f)
Line 9, column (i)	= Line 15, column (f)
Line 10, column (i)	= Line 16, column (f)

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

When data appear in columns (k) or (l) 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 and second hand units purchased or leased from others (f)							
1		Locomotive Units	2,397	151			698	72	2,172	1,002	3,174	10,915,090	16	1
2		Diesel-freight units												2
3		Diesel-passenger units	27				41		27	41	68	102,000		3
4		Diesel-multi purpose units	223				55	4	205	69	274	553,000	28	4
5	*	Diesel-switching units	2,647	151			794	76	2,404	1,112	3,516	11,570,090	44	5
6	*	Total (lines 1 to 4)												6
7	*	Electric-locomotives												7
8	*	Other self-powered units												8
9	*	Total (lines 5, 6 & 7)	2,647	151			794	76	2,404	1,112	3,516	11,570,090	44	9
10	*	Auxiliary units	182				15		182	15	197	N/A		10
		TOTAL LOCOMOTIVE UNITS												
		Units (lines 8 & 9)	2,829	151	0	0	809	76	2,586	1,127	3,713	N/A	44	10

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

DISTRIBUTION OF LOCOMOTIVE UNITS BY SERVICE OF NEW ORIENTAL AT CLOSURE OF YEAR, ACCORDING TO YEAR BUILT, DURING CALENDAR YEAR															
Line No	Cross Check	Type or design of units (a)	Before Jan 1, 1975 (b)	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)	During Calendar Year						Total (l)	Line No.
								1995 (g)	1996 (h)	1997 (i)	1998 (j)	1999 (k)			
11	*	Diesel	782	765	476	387	531	118	153	47	106	151	3,516	11	
12	*	Electric												12	
13	*	Other self-powered units												13	
14	*	Total (lines 11 to 13)	782	765	476	387	531	118	153	47	106	151	3,516	14	
15	*	Auxiliary units	15		1	111	50				20		197	15	
16	*	Total Locomotive Units (lines 14 & 15)	797	765	477	498	581	118	153	47	126	151	3,713	16	

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

710. INVENTORY OF EQUIPMENT - Continued													
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS													
Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No
				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)	
				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)						
		PASSENGER-TRAIN CARS											
17		Non-Self-Propelled											17
18		Coaches [PA, PB, PBO]											18
19		Combined cars											19
20		[All class C, except CSB]											20
21		Parlor cars [PBC, PC, PL, PO]	0							0			21
22		Sleeping cars [PS,PT,PAS,PDS]											22
23		Dining, grill & tavern cars											23
24		[All class D, PD]											24
25		Non-passenger-carrying cars											25
26		[All class B,CSB,M,PSA,IA]											26
27		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0		27
28		Self-Propelled											28
29		Electric passenger cars											29
30		[EP, ET]	0								0		30
31		Electric combined cars [EC]									0		31
32		Internal combustion rail motorcars [ED, EG]	0										32
33		Other self-propelled cars (Specify types)	0								0		33
34		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0		34
35		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0		35
36		COMPANY SERVICE CARS											36
37		Business cars [PV]	28								0		37
38		Board outfit cars [MWX]	39								28		38
39		Derrick & snow removal cars [MWU,MWV,MWW,MWK]	34								252		39
40		Dump and ballast cars [MWB, MWD]	1,126		21	2	736	10	1,128	747	79		40
41		Other maintenance and service equipment cars	3,657		1,066	0	0	117	3,657	949	4,606		41
42		TOTAL (lines 30 to 34)	4,884	0	1,087	2	996	129	4,884	1,956	6,840		42

710. INVENTORY OF EQUIPMENT - Continued

Amended

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)	0			2			36
37		Plain box cars - 50' and longer (B300 - B887)	54			14			37
38		Equipped box cars (All code A) Except A_5	15,615			2,896		913	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	4,799			3,010		171	39
40		Equipped gondola cars (All code E)	21,783			4,112		4,308	40
41		Covered hopper cars (All code C_1 C_2_)	18,160			866		1,563	41
42		Open top hopper cars-general service (All code H)	14,494			3,311		1,739	42
43		Open top hopper cars-special service (All codes K,J-0)	9,148						43
44		Refrigerator cars-mechanical R_5_, R_6_, R_7_, R_8_, R_9_	0						44
45		Refrigerator cars-non- mechanical R_0_, R_1_, R_2_	1,031			360		198	45
46		Fiat cars - TOFC/COFC (All code P & Q & S) except Q8-	322			46		122	46
47		Fiat cars - multi-level (All code V)	10,117					3,561	47
48		Fiat cars-general service F10_, F20_, F30_	0			111		3	48
49		Fiat cars-other F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_7_, F_8_, F40_	3,361			76		834	49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	2					3	50
51		Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9)	0						51
52		All other freight cars A_5_ (All code L & Q8)	1,066			3		95	52
53		TOTAL (lines 36 to 52)	99,952		0	14,807	0	13,510	53
54		Caboose (All code M-930)	250			78			54
55		TOTAL (lines 53 & 54)	100,202	0	0	14,885	0	13,510	55

710. INVENTORY OF EQUIPMENT - Continued

Amended

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				2	2		105		36
37		38	14	16	30		2,107		37
38		10	9,985	9,429	19,414		1,483,967		38
39		17	3,822	4,141	7,963		884,521		39
40		27	13,798	16,378	30,176		2,999,557		40
41		42	12,516	8,031	20,547		1,850,039		41
42		22	6,823	12,699	19,522		1,974,079		42
43		248	7,462	1,438	8,900		895,516		43
44									44
45		29	6	1,554	1,560		111,973		45
46		123	266	101	367		86,232		46
47		96		13,582	13,582		492,047		47
48				114	114		13,405		48
49		5	615	3,651	4,266		375,250		49
50				5	5		5		50
51									51
52		1	1,160	3	1,163		90,404		52
53		658	56,467	71,144	127,611	0	11,259,207	0	53
54		5	0	78	N/A		N/A		54
55		663	56,467	71,222	127,611	0	11,259,207	0	55

710. INVENTORY OF EQUIPMENT - Continued

Amended

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	0					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	0					57
58		TOTAL (lines 56 & 57)	N/A	0					58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1_Z67_ Z68_Z69_	3,190					1,315	59
60		Dry van U2_Z2_Z6_1-6	9,610		200		55	1,531	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_	1,180		0				65
66		Tank (1) Z0_, U6_				1			66
67		Other trailer and container (Special Equipped Dry Van U9_Z8_ & Z9_)	4		20			918	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	14,729		220	1	55	3,764	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

Amended

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

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59		3	181	4,321	4,502				59
60		580	3,375	7,441	10,816				60
61					0				61
62									62
63		80	548	25	573				63
64		1	91	0	91				64
65		21	858	301	1,159				65
66		0	0	1	1				66
67		0	23	919	942				67
68									68
69									69
70		685	5,076	13,008	18,084				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	31	6,386	56,186	L	1
2	CW60AC LOCOMOTIVES	93	19,530	199,424	P	2
3	SD70AC	27	415,000	49,653	P	3
4						4
5						5
6	COIL GONDOLAS	50	1,450	56,860	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	201	N/A	362,123	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	201	N/A	362,123	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	11,410	38.09	48.58	48.9	1
2	B	5,285	11.79	40.36	38.4	2
3	C	3,088	2.53	31.48	59.6	3
4	D	3,602	0.24	22.71	41.6	4
5	E	10,792	XXXXXXX	XXXXXXX		5
6	TOTAL	34,177	21.62	39.83	188.5	6
7	F	0	XXXXXXX	XXXXXXX		7
8	Potential abandonments	148				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							Switch and bridge ties (board feet) (j)	Total (i)	Cross-ties switch and bridge ties Percent of spot maintenance (k)	Line No	
		New ties		Second-hand ties			Other (e)	Other (h)					
		Wooden		Concrete		Treated (f)							Untreated (g)
		Treated (b)	Untreated (c)										
1	A	1,383,894		30,935		25,537			1,440,366	1,853,550	0.03	1	
2	B	403,142				7,624			410,766	2,272,095	0.05	2	
3	C	287,654				7,887			295,541	717,503	0.17	3	
4	D	322,697				9,049			331,746	298,960	0.65	4	
5	E	204,252				6,908			211,160	837,087	0.33	5	
6	TOTAL	2,601,639		30,935		57,005			2,689,579	5,979,195	0.20	6	
7	F	0										7	
8	Potential abandonments								0			8	

9 Average cost per cross-tie \$ 42.00 and switch-tie (MBM) \$ 4,200.00

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	415.42		109.84		525.26	0.00	0.81	1		
2	B	52.43		106.36		158.79	0.00	3.09	2		
3	C	3.30		16.74		20.04	0.00	60.50	3		
4	D	8.73		45.26		53.99	0.00	79.80	4		
5	E	10.24		66.74		76.98	0.00	72.50	5		
6	TOTAL	490.12	0.00	344.94		835.06	0.00	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 \$ 560.34 New, \$ 64.66 Relay

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

Give particulars of ties laid during the year in new construction during the year in column (a) classify the ties as follows
 U - Wooden ties untreated when applied
 T - Wooden ties treated before application
 S - Ties other than wooden (steel, concrete etc) Indicate type in column (h) which ties are new
 Report new and second-hand (relay) ties separately, indicating in column (h) 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	120,128	25.08	3,013	303,869	790	240	NEW	1
2	T	2,529	6.98	18				RELAY	2
3	S	3,793	65.86	250				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	126,450		3,281	303,869.00	790	240		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					17.82			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						24.33		22

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	100	2	2	827	100	5	4	827	1	
2	2	115	4 069	1,997	491	115	23	11	491	2	
3	2	122	561	348	621	122	9	5	621	3	
4	2	132	1,028	692	673	132	87	59	673	4	
5	2	133	2,611	1,006	385	133	0	0	0	5	
6	2	136	61 942	30,222	488	136	299	146	488	6	
7	2	140	2	1	557	140	2	1	557	7	
8										8	
9	4	75	0	0	0	75	(16)	(2)	110	9	
10	4	80	8	1	103	80	1	1	356	10	
11	4	85	23	2	97	85	73	7	97	11	
12	4	90	17	2	98	90	22	2	98	12	
13	4	100	358	30	83	100	779	65	83	13	
14	4	105	21	2	110	105	72	8	110	14	
15	4	110	20	2	76	110	69	5	76	15	
16	4	112	544	41	76	112	21	2	76	16	
17	4	115	2 537	183	72	115	697	50	72	17	
18	4	119	3	1	177	119	0	0	177	18	
19	4	122	3 028	175	58	122	79	5	58	19	
20	4	127	0	0	0	127	475	51	108	20	
21	4	130	284	50	178	130	230	41	178	21	
22	4	131	961	68	71	131	300	21	71	22	
23	4	132	24,359	1,441	59	132	5,995	355	59	23	
24	4	136	15,770	1,019	65	136	239	15	65	24	
25	4	140	1,078	127	118	140	13	2	118	25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33										33	
34										34	
35										35	
36	Total	N/A	119,226	37,412	314	N/A	9,474	854	90	36	
37	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									17 82	37
38	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									24 33	38
39	Track-miles of welded rail installed on system this year 598 total to date										39

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 22			1
2	80	43 59			2
3	85	64 13			3
4	90	227 58			4
5	100	1,295 26			5
6	105	237 03			6
7	110	87 25			7
8	112	863 76			8
9	115	2,932 22			9
10	122	2,886 12			10
11	130	784 52			11
12	131	1,677 20			12
13	132	6,947 21			13
14	133	198 84			14
15	136	3,386 97			15
16	140	1,570 87			16
17	155	52 48			17
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47					47
48	TOTAL	23,274 25			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	1,383,894	1,853,550	4 0	2 2	525 26	2 30	435,880	3,622	31 7	1	
2	B	403,142	2,272,095	2 5	3 5	158 79	1 50	158,250	1,315	24 9	2	
3	C	287,654	717,503	3 1	2 1	20 04	0 32	75,215	625	20 2	3	
4	D	322,697	298,960	3 1	1 5	53 99	0 75	80,630	670	18 6	4	
5	E	204,252	837,087	0 7	1 0	76 98	0 36	61,375	510	4 7	5	
6	TOTAL	2,601,639	5,979,195	2 6	1 8	835 06	1 22	811,350	6,742	19 7	6	
7	F										7	
8	Potential abandonments										8	

750 CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

LOCOMOTIVES				
Line No	Kind of locomotive service	Diesel		Line No
	(a)	Diesel oil (gallons)	(b)	
1	Freight	474,165,582		1
2	Passenger	-		2
3	Yard switching	51,808,441		3
4	TOTAL	525,974,023		4
5	COST OF FUEL \$(000)	265,868		5
6	Work Train	1,007		6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude local 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 respondent's 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.

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

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

755 RAILROAD OPERATING STATISTICS

Line No	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No
1		1 Miles of Road Operated (A)	23,357	XXXXXX	1
		2 Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	19,932,823	XXXXXX	2
3		2-02 Way Trains	11,998,074	XXXXXX	3
4		2-03 Through Trains	51,504,947	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	83,435,844	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	83,435,844	XXXXXX	7
		3 Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	38,014,880	XXXXXX	8
9		3-02 Way Trains	16,481,595	XXXXXX	9
10		3-03 Through Trains	127,219,012	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	181,715,487	XXXXXX	11
12		3-11 Train Switching (F)	1,116,642	XXXXXX	12
13		3-21 Yard Switching (G)	15,871,025	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	198,703,154	XXXXXX	14
		4 Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	16,726	XXXXXX	16
17		4-012 Box-Equipped	256,418	XXXXXX	17
18		4-013 Gondola-Plain	100,664	XXXXXX	18
19		4-014 Gondola-Equipped	212,103	XXXXXX	19
20		4-015 Hopper-Covered	191,873	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	171,945	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	53,020	XXXXXX	22
23		4-018 Refrigerator-Mechanical	29,858	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	12,321	XXXXXX	24
25		4-020 Flat-TOFC/COFC	101,087	XXXXXX	25
26		4-021 Flat-Multi-Level	29,493	XXXXXX	26
27		4-022 Flat-General Service	528	XXXXXX	27
28		4-023 Flat-All Other	34,131	XXXXXX	28
29		4-024 All Other Car Types-Total	6,050	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,216,217	XXXXXX	30

755 RAILROAD OPERATING STATISTICS - Continued

Line No	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot		XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	13,357	XXXXXX	32
33		4-112 Box-Equipped	221,296	XXXXXX	33
34		4-113 Gondola-Plain	99,997	XXXXXX	34
35		4-114 Gondola Equipped	193,432	XXXXXX	35
36		4-115 Hopper-Covered	186,873	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	163,588	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	57,489	XXXXXX	38
39		4-118 Refrigerator-Mechanical	27,669	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	10,317	XXXXXX	40
41		4-120 Flat-TOFC/COFC	14,504	XXXXXX	41
42		4-121 Flat-Multi-level	16,473	XXXXXX	42
43		4-122 Flat-General Service	533	XXXXXX	43
44		4-123 Flat-All Other	33,074	XXXXXX	44
45		4-124 All Other Car Types	5,638	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	1,044,240	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	32,710	XXXXXX	48
49		4-132 Box-Equipped	2,179	XXXXXX	49
50		4-133 Gondola-Plain	69,472	XXXXXX	50
51		4-134 Gondola-Equipped	8,761	XXXXXX	51
52		4-135 Hopper-Covered	278,321	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	69,883	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	139,156	XXXXXX	54
55		4-138 Refrigerator-Mechanical	10,121	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	7,382	XXXXXX	56
57		4-140 Flat-TOFC/COFC	337,501	XXXXXX	57
58		4-141 Flat-Multi-level	275,665	XXXXXX	58
59		4-142 Flat-General Service	74	XXXXXX	59
60		4-143 Flat-All Other	39,537	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	154,173	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	103,617	XXXXXX	62
63		4-146 All Other Car Types	4,749	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,533,301	XXXXXX	64

755 RAILROAD OPERATING STATISTICS - Continued

Line No	Cross Check	Item Description (a)	Freight train (b)	Passenger train (c)	Line No
		4-15 Private Line Cars - Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	15,109	XXXXXX	66
67		4-152 Box-Equipped	1,100	XXXXXX	67
68		4-153 Gondola-Plain	67,952	XXXXXX	68
69		4-154 Gondola-Equipped	6,786	XXXXXX	69
70		4-155 Hopper-Covered	247,644	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	63,509	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	140,003	XXXXXX	72
73		4-158 Refrigerator-Mechanical	10,119	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	7,421	XXXXXX	74
75		4-160 Flat-TOFC/COFC	29,258	XXXXXX	75
76		4-161 Flat-Multi-level	132,414	XXXXXX	76
77		4-162 Flat-General Service	70	XXXXXX	77
78		4-163 Flat-All Other	32,887	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	151,036	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	102,524	XXXXXX	80
81		4-166 All Other Car Types	1,726	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	1,009,558	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	17,558	XXXXXX	83
84		4-18 No Payment Car-Miles (I)1	246,032	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit-Trains	1,602,354	XXXXXX	85
86		4-192 Way-Trains	284,754	XXXXXX	86
87		4-193 Through Trains	3,162,238	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	5,049,346	XXXXXX	88
89		4-20 Caboose Miles	737	XXXXXX	89

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

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

755 RAILROAD OPERATING STATISTICS - Concluded

Line No	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
		6 Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	30,348,631		98
		6-02 Freight Trains, Crs , Cnts , and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	130,045,921	XXXXXX	99
100		6-021 Way Trains	19,264,273	XXXXXX	100
101		6-022 Through Trains	256,449,081	XXXXXX	101
102		6-03 Passenger-Trains, Crs , Cnts , and Caboose			102
103		6-04 Non-Revenue	1,908,292	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	438,016,198		104
		7 Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	434,885	XXXXXX	105
106		7-02 Non Revenue	1,569	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	436,454	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	189,217,483	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	189,217,483	XXXXXX	110
111		8-04 Non-Revenue-Road Service	583,685	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	583,685	XXXXXX	113
114		8-07 TOTAL-Revenue & Non Revenue (lines 110,113)	189,801,168	XXXXXX	114
		9 Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	4,550,699	XXXXXX	115
116		9-02 Train Switching	117,396	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,645,172	XXXXXX	117
		11 Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	287,705	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	2,582,107	XXXXXX	120
121		12-02 Way Trains	7,896,740	XXXXXX	121
122		12-03 Through Trains	8,365,677	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	4,604,678	XXXXXX	124
125		15 TOFC/COFC-No of Rev Trailers Picked Up & Delivered		XXXXXX	125
		16 Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	7,110,339	XXXXXX	126
127		16-02 Marine Terminals-Ore	2,943,376	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,053,715	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	178	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	23,805	XXXXXX	133

NOTE Data in lines 98 - 104, Gross Ton-Miles reflect total workload performed by the respondent including CSX Intermodal Inc., while lines 108 - 114, Ton-Miles of Freight are exclusive of results for CSX Intermodal Inc.

VERIFICATION

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

OATH

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

State of FLORIDA
 County of DUVAL
F. J. FAVORITE makes oath and says that he is SENIOR 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 25, 1998 to and including DECEMBER 31, 1999

[Signature]
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 31st day of March, 2000 My commission expires June 22, 2002

Use an  Sandra M McIntyre
 L S  My Commission CC742488
 impression Expires June 22, 2002

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

SUPPLEMENTAL OATH

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

State of FLORIDA
 County of DUVAL
R. J. CONWAY 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 25, 1998 to and including DECEMBER 31, 1999

[Signature]
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 31st day of March, 2000 My commission expires June 22, 2002

Use an  Sandra M McIntyre
 L S  My Commission CC742488
 impression Expires June 22, 2002

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

MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE

Office addressed		Date of letter or telegram			Subject				Answer			File number of letter or telegram
									Date of letter			
Name	Title	Month	Day	Year	Page				Month	Day	Year	

CORRECTIONS

Date + Month Day Year			Page				Letter or telegram of			Officer sending letter or telegram		Commission file number	Clerk making correction Name
							Month	Day	Year				
Month	Day	Year											

EXPLANATORY REMARKS

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