

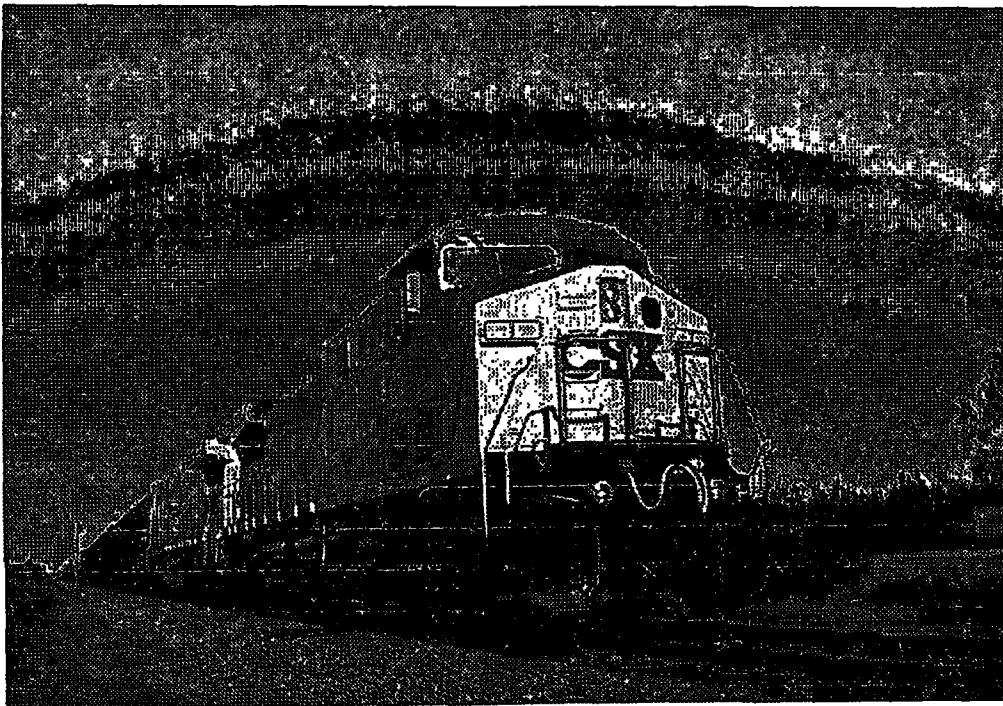
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# Class I Railroad Annual Report

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



To The  
Surface Transportation Board  
For The Year Ending December 28, 2001

# 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 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 agreements 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 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 the year in 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 of 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 28, 2001**

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  
 Boston Fiber Access, LLC  
 Buffalo, Rochester and Pittsburg Railway Company  
 CSX Capital Management, Inc  
 CSX Fiber Networks, LLC  
 CSX Rail Benefits Company  
 CSX Resources, Inc - Georgetown  
 CSX Tower II Properties, Inc  
 CSXT Intellectual Property Corporation  
 CSXT Environmental Corporation  
 The Carrollton Railroad  
 The Cincinnati Inter-Terminal Railroad Company  
 Curtis Bay Company  
 Cybernetics & Systems, Inc  
 Dayton and Michigan Railroad Company  
 Distribution Services, Inc  
 DOCP Holdings, Inc  
 EcoTrans Technologies  
 Energy Resources and Logistics, Inc  
 E R & L Thames, Inc  
 FGMR, Inc  
 Fruit Growers Express Company  
 Gainesville Midland Railroad Company  
 Holston Land Company, Incorporated  
 The Home Avenue Railroad Company  
 Hooker Core, LLC  
 Hooker Homes, LLC  
 Hooker Silver, LLC  
 Hooker Ten, LLC  
 RDC Projects, LLC  
 Harborshore at Boca Bay Development Corporation  
 Harborside at Boca Bay Development Corporation  
 The Indiana Rail Road Company  
 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  
 The Neville Island Terminal Railway 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.  
 Rail Wagons - II, Inc  
 The Real Estate and Improvement Company of Baltimore City  
 CSX Realty Development, LLC  
 RDC Holdings, Inc  
 Richmond, Fredericksburg and Potomac Railway Company  
 Savannah Harbor Resort Realty Development, LLC  
 Savannah Harbor Venture Partners, LLC  
 Savannah Harbor Resort Developers, LLC  
 Seaboard Coast Line Railway Supplies, Inc  
 S H R D, 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  
 Unified Services, Inc  
 Westfork Properties, LLC  
 The Western Railway of Alabama

**A. SCHEDULES OMITTED BY RESPONDENT**

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.
2. Show below the pages excluded and indicate the schedule number and title in the space provided below.
3. If no schedules were omitted, indicate "NONE".

Page	Schedule No.	Title
NONE		

**B. IDENTITY OF RESPONDENT**

Answers to the questions asked should be made in full, without reference to the data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in full detail.

- 1 Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification" If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4
- 2 If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization, if a reorganization has been effected, give date of reorganization If a receivership or other trust, give also date which such receivership or other possession began If a partnership, give date of formation and also names in full of present partners
- 3 State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized

1. Exact name of common carrier making this report

**CSX TRANSPORTATION, INC.**

- 2 Date of incorporation } January 26, 1944

- 3 Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers of trustees

Virginia

- 4 If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars

**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 28, 2001
8. State the total number of stockholders of record as of the date shown in answer to inquiry No. 7: One stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No.	Name of security holder  (a)	Address of security holder  (b)	Number of votes to which security holder was entitled  (c)	Number of votes, classified with respect to securities on which based			Line No.
				Stock			
				Common  (d)	Preferred	First  (f)	
Second  (e)							
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30



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

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent: 9,061,038  
votes cast.

11. Give the date of such meeting: \_\_\_\_\_ by unanimous written consent March 13, 2001

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	26,991	28,112	2
3		703	Special Deposits	220,021	12	3
4		704	Accounts Receivable			
			- Loan and Notes	62,238	2,837	4
5		705	- Interline and Other Balances	33,382	34,514	5
6		706	- Customers	29,421	2,768	6
7		707	- Other	149,134	128,311	7
8		709, 708	- Accrued Accounts Receivables	110,000	113,233	8
9		708.5	- Receivables from Affiliated Companies	4,730	8,184	9
10		709.5	- Less Allowance for Uncollectible Accounts	(38,005)	(15,837)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	148,116	117,833	11
12		712	Materials and Supplies	181,385	167,265	12
13		713	Other Current Assets	103,342	85,820	13
14			TOTAL CURRENT ASSETS	1,030,755	673,052	14
Other Assets						
15		715, 716, 717	Special Funds	43	43	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	198,157	188,805	16
17		722, 723	Other Investments and Advances	12,706	38,080	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr			18
19		737, 738	Property Used in Other than Carner Operation (less Depreciation) \$	136,977	184,425	19
20		739, 741	Other Assets	538,899	467,687	20
21		743	Other Deferred Debits	15,751	52,071	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	902,533	931,111	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col h & b	10,887,608	10,579,874	24
25		731, 732	Equipment (Schedule 330) L-39 Col h & b	5,477,006	5,446,774	25
26		731, 732	Unallocated Items	134,859	154,717	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,419,645)	(4,489,132)	27
28			NET ROAD AND EQUIPMENT	12,079,828	11,692,233	28
29			TOTAL ASSETS	14,013,116	13,296,396	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
<b>Current Liabilities</b>						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable Interline and Other Balances	40,967	27,947	31
32		753	Audited Accounts and Wages	87,671	103,035	32
33		754	Other Accounts Payable	97,540	82,928	33
34		755, 756	Interest and Dividends Payable	17,456	17,558	34
35		757	Payables to Affiliated Companies	256,358	666,988	35
36		759	Accrued Accounts Payable	2,000,401	1,005,418	36
37		760, 761, 761.5, 762	Taxes Accrued	216,035	140,426	37
38		763	Other Current Liabilities	221,280	179,330	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	169,869	108,311	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>3,107,577</b>	<b>2,331,941</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded Debt Unmatured	104,831	105,483	41
42		766	Equipment Obligations	860,409	952,018	42
43		766.5	Capitalized Lease Obligations	100,724	98,873	43
44		768	Debt in Default			44
45		769	Accounts Payable Affiliated Companies	7,188	7,075	45
46		770 1, 770 2	Unamortized Debt Premium	(1,620)	(1,777)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	3,249,825	3,084,545	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,070,908	1,196,093	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>5,392,265</b>	<b>5,442,310</b>	<b>51</b>
<b>Shareholder's Equity</b>						
52		791, 792	Total Capital Stock (Schedule 230) (L53 & 54)	181,221	181,221	52
53			Common Stock	181,221	181,221	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	1,379,812	1,379,812	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	3,952,241	3,961,112	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	5,513,274	5,522,145	61
62			<b>TOTAL LIABILITIES &amp; SHAREHOLDER'S EQUITY</b>	<b>14,013,116</b>	<b>13,296,396</b>	<b>62</b>

**NOTES AND REMARKS**

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

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$ 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 12-A)
- (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 28, 2001 and December 29, 2000.

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 28, 2001.

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

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

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

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

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

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

## 200. COMPARATIVE FINANCIAL STATEMENTS - EXPLANATORY NOTES - Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 1. SIGNIFICANT ACCOUNTING POLICIES

Nature of Operations

The Respondent is a rail freight transportation company operating a system composed of approximately 23,000 route miles of track in 23 states, the District of Columbia and two Canadian provinces. Rail shipments include merchandise traffic, automobiles and related products, and coal, coke and iron ore. Merchandise traffic accounted for 57% of rail revenue in 2001, while automotive traffic accounted for 13% and coal, coke and iron ore accounted for 29%. Merchandise traffic includes chemicals, paper and forest products, agricultural products, minerals, metals, phosphates and fertilizer, and food and consumer products. Coal shipments originate principally from mining locations in the eastern United States and primarily supply domestic utility and export markets.

The Respondent is a wholly-owned subsidiary of CSX Corporation (CSX).

Principles of Consolidation

The consolidated financial statements include Respondent and its majority-owned subsidiaries. All significant intercompany accounts and 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.

Fiscal Year

Respondent follows a 52/53 week fiscal reporting calendar. Fiscal years 2001 and 2000 consisted of 52 weeks. Fiscal year 1999 consisted of 53 weeks. A 52-week fiscal year consists of four 13-week quarters; a 53-week year reports an extra week in the first quarter.

Cash and Cash Equivalents

Cash and cash equivalents primarily consist of cash in banks and short-term investments with an original maturity of less than 3 months.

Short-term Investments

Included in short-term investments is \$220 million of deposits relating to the New Orleans case discussed in Note 14.

Materials and Supplies

Materials and supplies consist primarily of fuel and items for maintenance of property and equipment, and are carried at average cost.

Properties

All properties are stated at cost, less an allowance for accumulated depreciation. Track-related structures and rolling stock are depreciated using the group-life method over estimated useful lives of three to 50 years.

## 200. COMPARATIVE FINANCIAL STATEMENTS EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

Properties, Continued

Regulations enforced by the Surface Transportation Board (STB) of the U.S. Department of Transportation require periodic formal studies of ultimate service lives for all railroad assets. Resulting service life estimates are subject to review and approval by the STB. For retirements or disposals of depreciable rail assets that occur in the ordinary course of business, the asset cost (net of salvage value or sales proceeds) is charged to accumulated depreciation and no gain or loss is recognized. For retirements or disposals of depreciable non-operating property, and for all dispositions of land, gains or losses are recognized at the time of disposal. Expenditures that significantly increase asset values or extend useful lives are capitalized. Repair and maintenance expenditures are charged to operating expense when the work is performed.

Properties and other long-lived assets are reviewed for impairment whenever events or business conditions indicate the carrying amount of such assets may not be fully recoverable. Initial assessments of recoverability are based on estimates of undiscounted future net cash flows associated with an asset or group of assets. Where impairment is indicated, assets are evaluated and their carrying amount is reduced to fair value based on discounted net cash flows or other estimates of fair value.

Revenue & Expense Recognition

Transportation revenue and expense is recognized proportionately as freight moves from origin to destination. Other revenue and expense, which relates to switching, demurrage and incidental service charges, as well as interline switching settlements, is recognized when the service is performed.

Environmental Costs

Environmental costs are charged to expense when they relate to an existing condition caused by past operations and do not contribute to current or future revenue generation. Liabilities are recorded when Respondent's responsibility for environmental remedial efforts is deemed probable, and the costs can be reasonably estimated. Generally, the timing of these accruals coincides with the completion of a feasibility study or Respondent's commitment to a formal plan of action.

Common Stock and Other Capital

There have been no changes in common stock during the last three years.

Casualty Reserve Management

Respondent incurs claims for occupational injuries, personal injuries and accidents. Casualty reserves are estimated based upon the first reporting of an accident or personal injury, and updated as information develops. Liabilities for accidents are based upon the type and severity of the injury or claim and the use of current trends and historical data. The company believes it has recorded liabilities in sufficient amounts to cover all identified claims, and estimates of incurred, but not reported, personal injury and accident claims. Unreported occupational injuries are not subject to reasonable estimation, thus no provision is made for incurred, but not reported occupational injuries. Occupational injury, personal injury and accident liabilities amount to \$435 million and \$457 million at December 28, 2001 and December 29, 2000, respectively.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires that management make estimates in reporting the amounts of certain revenues and expenses for each fiscal year and certain assets and liabilities at the end of each fiscal year. Actual results may differ from those estimates. Significant estimates must be made in determining litigation, arbitration, casualty and environmental reserves.

Prior-Year Data

Certain prior-year data have been reclassified to conform to the 2001 presentation.

## NOTE 2. INTEGRATED RAIL OPERATIONS WITH CONRAIL

Background

Respondent 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 of 42% and 58%, respectively, and voting interests of 50% each. CSX and Norfolk Southern received regulatory approval from the 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.

Upon integration, substantially all of Conrail's customer freight contracts were assumed by Respondent and Norfolk Southern Railway. As a result, beginning June 1, 1999, Respondent's operating revenue includes revenue from traffic previously moving on Conrail lines. Operating expenses reflect corresponding increases for costs incurred to handle the new traffic and operate the former Conrail lines. Effective June 1, 1999, operating expenses also include an expense category, "Conrail Operating Fee, Rent and Services," which reflects payments to Conrail for the use of right-of-way and equipment, as well as charges for transportation, switching and terminal services provided by Conrail in the shared areas operated for the joint benefit of CSXT and Norfolk Southern Railway.

As a result of the integration, a number of employees' positions at Conrail were eliminated and certain duplicate facilities were closed. Under the agreements among the parties, Respondent and Norfolk Southern Railway assumed various obligations related to these actions. During 2001, 2000, and 1999, Respondent incurred approximately \$35, \$42, and \$66 million, respectively, of costs related to separation and relocation of Conrail employees and for lease payments on certain Conrail facilities no longer being used after the integration. These costs are reflected in "Materials, Supplies and Other" expense in CSXT's consolidated statement of earnings.



## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

Transactions With Conrail

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 \$259 million for 2002, \$256 million for 2003, \$262 million for 2004, \$255 million for 2005, \$245 million for 2006 and \$4 billion for years after 2006.

At December 28, 2001 and December 29, 2000, Respondent had amounts payable to Conrail of approximately \$88 million and \$127 million, respectively, representing expenses incurred under the operating, equipment, and shared area agreements.

## NOTE 3. WORKFORCE REDUCTION PROGRAM

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 1999 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 1999, and the remainder occurred over the first half of fiscal year 2000. Early retirement benefits offered under the voluntary program accounted for \$20 million of the charge and were paid from Respondent's pension and postretirement benefit plans. Separation benefits were paid from cash generated by operations. Approximately half of the separation benefits were paid in 1999, with the remainder in 2000.

The company also completed a smaller, non-voluntary program that was announced in late 2000 and continued through 2001. This program resulted in approximately 220 position reductions. Expense of \$5 million was recorded in each of 2001 and 2000.

## NOTE 4. SUPPLEMENTAL CONSOLIDATED STATEMENT OF EARNINGS FINANCIAL DATA.

Operating expense includes the following:

	<u>2001</u>	<u>2000</u>	<u>1999</u>
Selling, General and Administrative Expense	<u>\$911</u>	<u>\$731</u>	<u>\$935</u>

## NOTE 5. OTHER EXPENSE, Net

	<u>2001</u>	<u>2000</u>	<u>1999</u>
Income from Real Estate Operations <sup>(a)</sup>	\$ (83)	\$ (47)	\$ (66)
Net Losses from Accounts Receivable Sold	78	77	63
Conrail Transition Expenses	-	-	67
Miscellaneous	<u>10</u>	<u>5</u>	<u>(13)</u>
Total	<u>\$ 5</u>	<u>\$ 35</u>	<u>\$ 51</u>

(a) Gross revenue from real estate operations was \$114 million, \$77 million and \$95 million in 2001, 2000 and 1999, respectively.

## 200. COMPARATIVE FINANCIAL STATEMENTS - EXPLANATORY NOTES - Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 6. INCOME TAXES

Income tax expense information is as follows:

	2001	2000	1999
Current			
Federal	\$ (11)	\$ (33)	\$ 15
State and Foreign	1	6	(11)
Total	<u>(10)</u>	<u>(27)</u>	<u>4</u>
Deferred			
Federal	117	85	94
State	14	15	61
Total	<u>131</u>	<u>100</u>	<u>155</u>
Total Expense	<u>\$ 121</u>	<u>\$ 73</u>	<u>\$ 159</u>

Income tax expense reconciled to the tax computed at statutory rates is as follows:

	2001		2000		1999	
Tax at Statutory Rates	\$ 113	35%	\$ 60	35%	\$ 130	35%
State Income Taxes	10	3	13	8	33	9
Other	(2)	(1)	-	-	(4)	(1)
Total Expense	<u>\$ 121</u>	<u>37%</u>	<u>\$ 73</u>	<u>43%</u>	<u>\$ 159</u>	<u>43%</u>

Deferred state income tax expense in 1999 includes \$27 million for the increase in the company's effective deferred state income tax rate, which is applied to Respondent's cumulative temporary differences, as a result of the sale of certain Respondent assets.

The significant components of deferred tax assets and liabilities include:

	December 28, 2001	December 29, 2000
Deferred Tax Assets		
Productivity/Restructuring Charges	\$ 102	\$ 107
Employee Benefit Plans	97	136
Other	429	360
Total	<u>628</u>	<u>603</u>
Deferred Tax Liabilities		
Accelerated Depreciation	3,451	3,291
Other	285	288
Total	<u>3,736</u>	<u>3,579</u>
Net Deferred Tax Liabilities	<u>\$ 3,108</u>	<u>\$ 2,976</u>

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 6. INCOME TAXES, Continued

Respondent and its subsidiaries are included in the consolidated federal income tax return filed by CSX. The consolidated current federal income tax expense or benefit is allocated to Respondent and its subsidiaries as though Respondent had filed a separate consolidated federal return. At December 28, 2001 and December 29, 2000, approximately \$110 million and \$45 million of income taxes due to CSX were included in Other Current Liabilities, respectively.

Examinations of the federal income tax returns of CSX and its principal subsidiaries have been completed through 1990. Returns for 1991 through 1998 are currently under examination. Management believes adequate provision has been made for any adjustments that might be assessed.

## NOTE 7. RELATED PARTIES

At December 28, 2001, Respondent had a \$1.1 billion deficit balance relating to Respondent's participation in the CSX cash management plan, which is included in Due to Parent Company in the statement of financial position. At December 29, 2000, Respondent had a \$446 million deficit balance under the terms of the cash management plan. Respondent incurred interest (expense)/income of \$(30) million, \$(13) million, and \$3 million in 2001, 2000, and 1999, respectively, relating to Respondent's participation in the plan. These amounts are included in interest expense on the statement of earnings. 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. Depending on the position, Respondent and CSX are committed to repay all amounts due each other on demand should circumstances require. The companies are charged for borrowings or compensated for investments based on returns earned by the plan portfolio. The average borrowing rate for the year 2001 was 3.36%.

Related Party Service Fees expense consists of amounts related to a management service fee charged by CSX; data processing related charges from CSX Technology, Inc. (CSX Technology); the reimbursement, under an operating agreement, from CSX Intermodal, Inc. (CSXI), for costs incurred by Respondent related to intermodal operations; charges from Total Distribution Services, Inc. (TDSI), for services provided at automobile ramps; and charges from TRANSFLO Terminal Services, Inc. (TRANSFLO) for services provided at bulk commodity facilities. The management service fee charged by CSX represents compensation for certain corporate services provided to Respondent. These services include, but are not limited to, development of corporate policy and long-range strategic plans, allocation of capital, placement of debt, maintenance of employee benefit plans, internal audit and tax administration. The fee is calculated as a percentage of CSX's investment in Respondent. The data processing related charges are compensation to CSX Technology for the development, implementation and maintenance of computer systems, software and associated documentation for the day-to-day operations of Respondent. CSX Technology, CSXI, TDSI, and TRANSFLO are wholly-owned subsidiaries of CSX.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 7. RELATED PARTIES, Continued

Respondent and CSX Insurance Company (CSX Insurance), a wholly-owned subsidiary of CSX, have entered into a loan agreement whereby RESPONDENT may borrow up to \$125 million from CSX Insurance. The loan is payable in full on demand. At December 28, 2001, and December 29, 2000, \$125 million was outstanding under the agreement. Interest on the loan is payable monthly at .45% over the LIBOR rate, and was 2.563% at December 28, 2001 and 7.065% at December 29, 2000. Interest expense related to the loan was \$6 million, \$7 million and \$5 million for the fiscal years ended December 28, 2001, December 29, 2000, and December 31, 1999, respectively.

Respondent participates with CSX Lines, LLC (CSX Lines), a wholly-owned subsidiary of CSX, in four sale-leaseback arrangements. Under these arrangements, CSX Lines sold equipment to a third party and Respondent leased the equipment and assigned the lease to CSX Lines. CSX Lines is obligated for all lease payments and other associated equipment expenses. If CSX Lines defaults on its obligations under the arrangements, Respondent would assume the asset lease rights and obligations of \$51 million at December 28, 2001.

## NOTE 8. ACCOUNTS RECEIVABLE

Respondent has an ongoing agreement to sell without recourse, on a revolving basis each month, an undivided percentage ownership interest in all rail freight accounts receivable to CSX Trade Receivables Corporation (CTRC), a wholly-owned subsidiary of CSX. Accounts receivable sold under this agreement totaled \$966 million at December 28, 2001 and \$947 million at December 29, 2000. In addition, through November 2001, Respondent had a revolving agreement with a financial institution to sell with recourse on a monthly basis an undivided percentage ownership interest in all miscellaneous accounts receivable. Accounts receivable sold under this agreement was \$47 million at December 29, 2000. The sale of receivables have been reflected as reductions of "Accounts Receivable" in the consolidated statement of financial position. The net losses associated with sales of receivables were \$78 million, \$77 million, and \$63 million for the fiscal years ended December 28, 2001, December 29, 2000, and December 31, 1999, respectively.

Respondent has retained the responsibility for servicing accounts receivable sold to CTRC. The average servicing period is approximately one month. No servicing asset or liability has been recorded since the fees Respondent receives for servicing the receivables approximates the related costs.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 9. PROPERTIES

	December 28, 2001		
	Cost	Accumulated Depreciation	Net
Road	\$ 11,035	\$ 2,343	\$ 8,692
Equipment	5,467	2,077	3,390
Other	142	7	135
Total	<u>\$ 16,644</u>	<u>\$ 4,427</u>	<u>\$ 12,217</u>

	December 29, 2000		
	Cost	Accumulated Depreciation	Net
Road	\$ 10,718	\$ 2,423	\$ 8,295
Equipment	5,532	2,093	3,439
Other	145	2	143
Total	<u>\$ 16,395</u>	<u>\$ 4,518</u>	<u>\$ 11,877</u>

NOTE 10. CASUALTY, ENVIRONMENTAL AND OTHER RESERVES <sup>(a)</sup>

Activity relating to casualty, environmental and other reserves is as follows:

	Casualty Reserves	Environmental Reserves	Separation Liabilities	Total
Balance December 25, 1998	\$ 335	\$ 75	\$ 285	\$ 695
Charged to Expense	266	3	-	269
Payments and Other Reductions	(166)	(25)	(16)	(207)
Balance December 31, 1999	435	53	269	757
Charged to Expense	209	-	-	209
Payments	(187)	(12)	(12)	(211)
Balance December 29, 2000	457	41	257	755
Charged to Expense	155	1	-	157
Payments	(177)	(10)	(14)	(202)
Balance December 28, 2001	<u>\$ 435</u>	<u>\$ 32</u>	<u>\$ 243</u>	<u>\$ 710</u>

- (a) Balances include current portion of casualty and environmental reserves and separation liabilities, respectively, of \$148 million, \$15 million and \$15 million at December 28, 2001, \$147 million, \$15 million and \$15 million at December 29, 2000 and \$146 million, \$20 million and \$15 million at December 31, 1999.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 10. CASUALTY, ENVIRONMENTAL AND OTHER RESERVES, Continued

Respondent incurs claims for occupational injuries, personal injuries and accidents. Casualty reserves are estimated based upon the first reporting of an accident or personal injury and updated as information develops. Liabilities for accidents are based upon the type and severity of the injury or claim and the use of current trends and historical data. The company believes it has recorded liabilities in sufficient amounts to cover all identified claims and an estimate of incurred, but not reported personal injury and accident claims. Unreported occupational injuries are not subject to reasonable estimation, thus no provision is made for incurred, but not reported occupation injuries.

Separation liabilities at December 28, 2001 relate to productivity charges recorded in 1991 and 1992 to provide for the estimated costs of implementing workforce reductions, improvements in productivity and other cost reductions. The remaining liabilities are expected to be paid out over the next 15 to 20 years.

## NOTE 11. LONG-TERM DEBT

Type and Maturity Date	Average Interest Rates at Dec. 28, 2001	Dec. 28, 2001	Dec. 29, 2000
Equipment Obligations (2002-2015)	7 %	\$ 950	\$ 1,038
Mortgage Bonds (2002-2003)	3 %	55	56
Capital Leases and Other Obligations (2002-2021)	7 %	198	170
Total		1,203	1,264
Less Debt Due Within One Year		170	108
Total Long-Term Debt		<u>\$ 1,033</u>	<u>\$ 1,156</u>

Respondent has long-term debt maturities for 2002 through 2006 aggregating \$170 million, \$196 million, \$107 million, \$110 million and \$106 million, respectively.

A portion of the properties and certain other assets of Respondent and its subsidiaries are pledged as security for various long-term debt issues.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 12. FAIR VALUE OF FINANCIAL INSTRUMENTS

Fair values of the company's financial instruments are estimated by reference to quoted prices from market sources and financial institutions, as well as other valuation techniques. At December 28, 2001, the fair value of long-term debt, including current maturities, was \$1.27 billion, compared with a carrying amount of \$1.2 billion. At December 29, 2000, the fair value of long-term debt, including current maturities, was \$1.28 billion, compared with a carrying amount of \$1.26 billion. The fair value of long-term debt has been estimated using discounted cash flow analyses based upon the company's current incremental borrowing rates for similar types of financing arrangements. The fair value of all other financial instruments approximates carrying value.

## NOTE 13. EMPLOYEE BENEFIT PLANS

Pension Plans

Respondent in conjunction with CSX and its subsidiaries, sponsor defined benefit pension plans principally for salaried employees. The plans provide eligible employees with retirement benefits based principally on years of service and compensation rates near retirement. CSX allocates to Respondent a portion of the net pension expense for the CSX pension plans based on Respondent's relative level of participation. The allocated expense from the various CSX pension plans amounted to a credit of \$3 million in 2001 and \$2 million in 2000 and expense of \$33 million in 1999. During 1999, Respondent received \$109 million (\$66 million after tax) in pension assets from CSX through capital contributions.

Savings Plans

Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements of Respondent and subsidiary companies. Expense for these plans was \$13 million for 2001, \$14 million for 2000 and \$20 million for 1999.

Other Postretirement Benefit Plans

In addition to the CSX defined benefit pension plans, Respondent participates with CSX and other affiliates in two defined benefit postretirement plans that provide medical and life insurance benefits to most full-time salaried employees upon their retirement. The postretirement medical plan is contributory, with retiree contributions adjusted annually. The life insurance plan is non-contributory. CSX allocates to Respondent a portion of the expense for these plans based on Respondent's relative level of participation. The allocated expense amounted to \$31 million in 2001, \$22 million in 2000 and \$20 million in 1999.

Other Plans

Under collective bargaining agreements, the company 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 number of employees covered, hours worked, tonnage moved or a combination thereof. Total contributions of \$285 million, \$242 million and \$168 million, respectively, were made to these plans in 2001, 2000 and 1999.

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

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 14. COMMITMENTS AND CONTINGENCIES.

Commitments*Lease Commitments*

In addition to the agreements covering routes and equipment leased from Conrail, Respondent leases equipment from other parties under agreements with terms up to 21 years. Non-cancelable, long-term leases generally include provisions for maintenance, options to purchase at fair value and to extend the terms. At December 28, 2001, minimum equipment rentals under non-cancelable operating leases totaled approximately \$124 million for 2002, \$112 million for 2003, \$92 million for 2004, \$90 million for 2005, \$83 million for 2006 and \$517 million thereafter.

Rent expense on equipment operating leases, exclusive of the Conrail agreements, amounted to \$413 million, \$517 million, and \$495 million in 2001, 2000, and 1999, respectively. Included in these amounts were net daily rental charges on railroad operating equipment of \$289 million, \$369 million and \$341 million in 2001, 2000, and 1999, respectively.

*Long-Term Operating Agreements*

In addition to its contractual arrangement to operate specified portions of Conrail's rail system, Respondent has various long-term railroad operating agreements that allow for exclusive operating rights over various railroad lines. Under these agreements, Respondent is obligated to pay usage fees of approximately \$10 million annually. The terms of these agreements range from 30 to 40 years.

*Purchase Commitments*

The company has entered into fuel purchase agreements for approximately 50% of its fuel requirements over the next twelve months. These agreements amount to approximately 294 million gallons in commitments at a weighted average of 78 cents per gallon. These contracts require the company to take monthly delivery of specified quantities of fuel at a fixed price. These contracts cannot be net settled.

The company also has a commitment under a long-term maintenance program for approximately 40% of its fleet of locomotives. The agreement expires in 2024 and totals \$2.7 billion. Minimum payments under this agreement are \$120 million of 2002, \$124 million for 2003, \$125 million for 2004, \$131 million for 2005, \$159 million for 2006 and \$2.1 billion thereafter.



## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 14. COMMITMENTS AND CONTINGENCIES, Continued

Contingencies*STB Proceeding*

On December 21, 2001, Duke Energy Corporation filed a complaint before the US Surface Transportation Board alleging that certain Respondent common carrier coal rates are unreasonably high. A similar complaint was filed by Duke against Norfolk Southern. At this time the outcome of the proceeding against Respondent is uncertain and would only apply to billings subsequent to 2001. Respondent is pursuing an aggressive legal strategy in its defense against this complaint.

*New Orleans Tank Car Fire*

In September 1997 a state court jury in New Orleans, Louisiana returned a \$2.5 billion punitive damages award against Respondent. The award was made in a class-action lawsuit against a group of nine companies based on personal injuries alleged to have arisen from a 1987 tank car fire.

In October 1997 the Louisiana Supreme Court set aside the punitive damages judgment, ruling the judgment should not have been entered until all liability issues were resolved. In February 1999 the Louisiana Supreme Court issued a further decision authorizing and instructing the trial court to enter individual punitive damage judgments in favor of the 20 plaintiffs who had received awards of compensatory damages.

On November 5, 1999, the trial court issued an opinion that granted Respondent motion for judgment notwithstanding the verdict and effectively reduced the amount of the punitive damages verdict from \$2.5 billion to \$850 million. A judgment reflecting the \$850 million punitive award has been entered against Respondent. Respondent has obtained and posted an appeal bond.

In June 2001 the Louisiana Court of Appeal for the Fourth Circuit affirmed the judgment of the trial court, which reduced the punitive damages verdict from \$2.5 billion to \$850 million. Respondent moved the Louisiana Fourth Circuit Court for rehearing of certain issues raised in its appeal; that motion was denied in August 2001.

Respondent then filed with the Louisiana Supreme Court an application that the court take jurisdiction over and reverse the 1997 punitive damages award. The Louisiana Supreme Court's jurisdiction in this case is discretionary. Opposing papers were filed by counsel in October 2001. If the Louisiana Supreme Court takes jurisdiction of the case, an additional round of briefing and oral argument may precede any decision by the court.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

## NOTE 14. COMMITMENTS AND CONTINGENCIES, Continued

*New Orleans Tank Car Fire, Continued*

On November 21, 2001, Respondent announced that it had reached a proposed settlement of the litigation, subject to a fairness hearing and court approval. The amount to be paid by Respondent under the proposed settlement is \$220 million to resolve all claims arising out of the 1987 fire and evacuation (whether or not included in the present class-action lawsuit). A preliminary settlement agreement between Respondent and the plaintiffs' management committee on behalf of the plaintiff case has been preliminarily approved by the trial court, and has been publicly filed. Respondent incurred a charge of \$60 million before tax, \$37 million after tax, in the fourth quarter of 2001 to account for the expense of the settlement, net of insurance recoveries. The trial court has set April 2, 2002, as the date for a fairness hearing at which the court will consider final approval of the settlement. Respondent expects that the settlement will be finally approved shortly after that hearing. The Louisiana Supreme Court has ordered that the proceeding before it be deferred in light of the proposed settlement.

If the proposed settlement is not approved and the litigation thereby disposed of, Respondent intends to continue to pursue an aggressive legal strategy, including the pursuit of the proceedings in the Louisiana Supreme Court and, if necessary, proceedings before the United States Supreme Court.

*Other Legal Proceedings*

A number of other legal actions are pending against Respondent in which claims are made in substantial amounts. While the ultimate results of these legal actions cannot be predicted with certainty, management does not currently expect that the resolution of these matters will have a material adverse effect on Respondent's consolidated results of operations, financial position or cash flows. Respondent is also party to a number of actions, the resolution of which could result in gain realization in amounts that could be material to results of operations in the quarter received.

Environmental

Respondent is a party to various proceedings involving private parties and regulatory agencies related to environmental issues. Respondent has been identified as a potentially responsible party (PRP) at 108 environmentally impaired sites that are or may be subject to remedial action under the Federal Superfund statute (Superfund) or similar state statutes. A number of these proceedings are based on allegations that Respondent, or its railroad predecessors, sent hazardous substances to the facilities in question for disposal. Such proceedings arising under Superfund or similar state statutes can involve numerous other waste generators and disposal companies and seek to allocate or recover costs associated with site investigation and cleanup, which could be substantial.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

(All Tables in Millions of Dollars)

## NOTE 14. COMMITMENTS AND CONTINGENCIES, Continued

Environmental, Continued

Respondent is involved in a number of administrative and judicial proceedings and other clean-up efforts at 227 sites, including the sites addressed under the Superfund statute or similar state statutes, where it is participating in the study and/or clean-up of alleged environmental contamination. The assessment of the required response and remedial costs associated with most sites is extremely complex. Cost estimates are based on information available for each site, financial viability of other PRPs, where available, and existing technology, laws and regulations. Respondent's best estimates of the allocation method and percentage of liability when other PRPs are involved are based on assessments by consultants, agreements among PRPs, or determinations by the U.S. Environmental Protection Agency or other regulatory agencies.

At least once each quarter, Respondent reviews its role, if any, with respect to each such location, giving consideration to the nature of Respondent's alleged connection to the location (i.e., generator, owner or operator), the extent of Respondent's alleged connection (i.e., volume of waste sent to the location and other relevant factors), the accuracy and strength of evidence connecting Respondent to the location, and the number, connection and financial position of other named and unnamed PRPs at the location. The ultimate liability for remediation can be difficult to determine with certainty because of the number and credit-worthiness of PRPs involved. Through the assessment process, Respondent monitors the creditworthiness of such PRPs in determining ultimate liability.

Based upon such reviews and updates of the sites with which it is involved, Respondent has recorded, and reviews at least quarterly for adequacy, reserves to cover estimated contingent future environmental costs with respect to such sites. The recorded liabilities for estimated future environmental costs at December 28, 2001 and December 29, 2000, were \$32 million and \$41 million, respectively. These recorded liabilities, which are undiscounted, include amounts representing Respondent's estimate of unasserted claims, which Respondent believes to be immaterial. The liability has been accrued for future costs for all sites where the company's obligation is probable and where such costs can be reasonably estimated. The liability includes future costs for remediation and restoration of sites as well as any significant ongoing monitoring costs, but excludes any anticipated insurance recoveries. The majority of the December 28, 2001, environmental liability is expected to be paid out over the next five to seven years, funded by cash generated from operations.

The company does not currently possess sufficient information to reasonably estimate the amounts of additional liabilities, if any, on some sites until completion of future environmental studies. In addition, latent conditions at any given location could result in exposure, the amount and materiality of which cannot presently be reliably estimated. Based upon information currently available, however, the company believes its environmental reserves are adequate to accomplish remedial actions to comply with present laws and regulations, and that the ultimate liability for these matters will not materially affect its overall results of operations and financial condition.

## 200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

## NOTES TO FINANCIAL STATEMENTS

(All Tables in Millions of Dollars)

## NOTE 15. QUARTERLY DATA (Unaudited)

	2001			
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th(a)</sup>
Operating Revenue	\$ 1,532	\$ 1,556	1,495	\$ 1,499
Operating Income	98	152	124	85
Net Earnings	31	84	57	31

	2000			
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Operating Revenue	\$ 1,515	\$ 1,548	\$ 1,500	\$ 1,512
Operating Income	71	63	90	101
Net Earnings	22	24	27	24

- (a) Respondent recorded a provision in the fourth quarter of 2001 to account for the proposed settlement of the 1987 New Orleans tank car fire litigation. This charge reduced earnings by \$60 million, \$37 million after-tax.

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		<b>ORDINARY ITEMS OPERATING INCOME Railway Operating Income</b>					
1		(101) Freight	5,843,743	5,858,623	5,843,743		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	62,823	54,361	62,823		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	77,013	60,403	77,013		6
7		(110) Incidental	98,703	101,629	98,703		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)	6,082,282	6,075,016	6,082,282		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>6,082,282</b>	<b>6,075,016</b>	<b>6,082,282</b>		<b>13</b>
14		(531) Railway operating expenses	5,623,637	5,751,124	5,623,637		14
15		<b>Net revenue from railway operations</b>	<b>458,645</b>	<b>323,892</b>	<b>458,645</b>		<b>15</b>
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	15,929	18,397			16
17		(510) Miscellaneous rent income	13,580	29,817			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	3,481	4,735			19
20		(514) Interest Income	0	0			20
21		(516) Income from sinking and other funds	0	0			21
22		(517) Release of premiums on funded debt	26	26			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	27,970	1,814			24
25		Income from affiliated companies: 519					
26		a. Dividends (equity method)					25
27		b. Equity in undistributed earnings (losses)	(10,823)	(4,648)			26
28		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>50,163</b>	<b>50,141</b>			<b>27</b>
29		<b>TOTAL INCOME (lines 15, 27)</b>	<b>508,808</b>	<b>374,033</b>			<b>28</b>
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	(7,628)	(10,420)			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	(79,278)	(75,660)			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	<b>(86,906)</b>	<b>(86,080)</b>			<b>36</b>
37		<b>Income available for fixed charges (lines 28, 36)</b>	<b>421,902</b>	<b>287,953</b>			<b>37</b>

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		<b>FIXED CHARGES</b>			
38		(546) Interest on funded debt:			38
		(a) Fixed interest not in default	90,908	109,426	
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	6,374	7,928	40
41		(548) Amortization of discount on funded debt	272	273	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>97,554</b>	<b>117,627</b>	<b>42</b>
43		<b>Income after fixed charges (lines 37, 42)</b>	<b>324,348</b>	<b>170,326</b>	<b>43</b>
		<b>OTHER DEDUCTIONS</b>			
44		(546) Interest on funded debt:			44
		(c) Contingent interest	186	191	
		<b>UNUSUAL OR INFREQUENT ITEMS</b>			
45		(555) Unusual or infrequent items (debit) credit			45
46		<b>Income (loss) from continuing operations (before income taxes)</b>	<b>324,162</b>	<b>170,135</b>	<b>46</b>
		<b>PROVISIONS FOR INCOME TAXES</b>			
47		(556) Income taxes on ordinary income.			47
		(a) Federal income taxes	(10,588)	(32,934)	
48		(b) State income taxes	573	5,640	48
49		(c) Other income taxes	66	118	49
50		(557) Provision for deferred taxes	130,977	99,843	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	<b>121,028</b>	<b>72,667</b>	<b>51</b>
52		<b>Income from continuing operations (lines 46-51)</b>	<b>203,134</b>	<b>97,468</b>	<b>52</b>
		<b>DISCONTINUED OPERATIONS</b>			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )			54
55		<b>Income before extraordinary items (lines 52 + 53 + 54)</b>	<b>203,134</b>	<b>97,468</b>	<b>55</b>
		<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>			
56		(570) Extraordinary items (net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>	<b>0</b>	<b>0</b>	<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$ ).			60
61		<b>Net income (loss) (lines 55 + 59 + 60)</b>	<b>203,134</b>	<b>97,468</b>	<b>61</b>
		<b>Reconciliation of net railway operating income (NROI)</b>			
62		<b>Net revenues from railway operations</b>	<b>458,645</b>	<b>323,892</b>	<b>62</b>
63		(556) Income taxes on ordinary income (-)	9,949	27,176	63
64		(557) Provision for deferred income taxes (-)	(130,977)	(99,843)	64
65		Income from lease of road and equipment (-)	(4,765)	(5,357)	65
66		Rent for leased roads and equipment (+)	123,556	114,352	66
67		<b>Net railway operating income (loss)</b>	<b>456,408</b>	<b>360,220</b>	<b>67</b>

**220. RETAINED EARNINGS**

(Dollars in thousands)

1 Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies

2 All contra entries hereunder should be shown in parentheses.

3. Show under "Remarks" the amount of assigned Federal income tax consequences for Accounts 606 and 616.

4 Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b), Schedule 210

6 Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c)

Line No	Cross Check	Item (a)	Retained earnings-unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No
1		Balances at beginning of year	3,925,620	35,492	1
2		(601.5) Prior period adjustments to beginning retained earnings	0		2
3		CREDITS			
3		(602) Credit balance transferred from income	213,957	(10,823)	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	213,957	(10,823)	6
7		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	212,005		11
12		Preferred stock (1)			12
13		TOTAL	212,005	0	13
14		Net increase (decrease) during year (line 6 minus line 13)	1,952	(10,823)	14
15		Balances at close of year (lines 1, 2 and 14)	3,927,572	24,669	15
16		Balances from line 15(c)	24,669	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	3,952,241		17
18		(797) Total appropriated retained earnings			18
19		Credits during year—\$ NONE		N/A	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			1,379,812	11
12	Capital Stock Sold 1								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution from Parent								15
16									16
17	Balance at close of year	0	0	9,061,038	181,221	0	0	1,379,812	17

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



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

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

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

## 240. STATEMENT OF CASH FLOWS (Concluded)

(Dollars in thousands)

## RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	203,134	97,468	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	12,629	7,234	11
12		Depreciation and amortization expenses	521,921	494,243	12
13		Increase (decrease) provision for deferred income taxes	130,977	99,843	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates			14
15		(Increase) decrease in accounts receivable	(26,142)	169,374	15
16		(Increase) decrease in materials and supplies, and other current assets	(19,877)	(36,659)	16
17		Increase (decrease) in current liabilities other than debt	16,122	(349,481)	17
18		Increase (decrease) in other-net	8,253	(5,379)	18
19		Net cash provided from continuing operations	847,017	476,643	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	847,017	476,643	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	(3,734)	2,958	22
23		Capital expenditures	(848,263)	(822,311)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	(220,000)		24
25		Proceeds from sale/repayments of investment and advances	61,045	66,108	25
26		Purchase price of long-term investment and advances	(39,700)	(96,856)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other-net	(21,342)	26,223	28
29		NET CASH USED IN INVESTING ACTIVITIES	(1,071,994)	(823,878)	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	(204)	184,841	30
31		Principal payments of long-term debt	(185,239)	(102,254)	31
32		Advances from CSX	618,579	446,081	32
33		Proceeds from issuance of capital stock			33
34		Purchase price of acquiring treasury stock	0	0	34
35		Cash dividends paid	(212,005)	(220,004)	35
36		Other-net	2,725	30,877	36
37		NET CASH FROM FINANCING ACTIVITIES	223,856	339,541	37
38		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(1,121)	(7,694)	38
39		Cash and cash equivalents at beginning of year	28,112	35,806	39
40		CASH & CASH EQUIVALENTS AT END OF THE YEAR	26,991	28,112	40
		Footnotes to Schedule 240			
		Cash paid during the year for			
41		Interest (net of amount capitalized)*	97,741	103,000	41
42		Income taxes (net) *	59,142	5,000	42

\* Only applies if indirect method is adopted

## NOTES AND REMARKS

**245. WORKING CAPITAL**  
(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances	Schedule 200, line 5, column b	33,382	1
2	Customers (706)	Schedule 200, line 6, column b	29,421	2
3	Other (707)	Note A	46,366	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	109,169	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	6,082,282	5
6	Rent Income	Note B	52,631	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	6,134,913	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	17,041	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	6.41	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	21.41	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	40,967	11
12	Audited Accounts and Wages Payable (753)	Note A	102,574	12
13	Accounts Payable-Other (754)	Note A	96,816	13
14	Other Taxes Accrued (761.5)	Note A	87,108	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	327,465	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	5,623,637	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	525,784	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	5,150,484	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	14,307	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	23	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	0	21
22	Cash Working Capital Required	Line 21 x line 19	0	22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, column b	26,991	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	0	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Materials and Supplies (712)	Note A	142,939	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	2,577	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	140,362	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	140,362	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	Helm Chesapeake	50.00	7
8	721	A-1	VII	Lakefront Dock RR Terminal Co.	50.00	8
9	721	A-1	VII	Norfolk & Portsmouth Belt Line RR	42.86	9
10	721	A-1	VII	Terminal Railroad Assoc. of St. Louis	12.48	10
11	721	A-1	VII	Trailer Train	9.34	11
12	721	A-1	VII	Winston-Salem Southbound Rwy.	50.00	12
13	721	A-1	VII	Woodstock & Blacton Rwy. Co	50.00	13
14				TOTAL CLASS A-1		14
15						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	VII	CSX Fiber Networks LLC	99.00	20
21	721	A-3	VI	DOCP Aquisition LLC	10.00	21
22	721	A-3	VI	Green Real Estate	33.33	22
23	721	A-3	VI	Richmond Center Associates (Partnership)	50.00	23
24	721	A-3	VI	Helm Atlantic Assoc. (Partnership)	50.00	24
25	721	A-3	VI	Savannah Harbor Venture Partners - LLC	50.00	25
26	721	A-3	VI	West Jax Development Co.	9.92	26
27				TOTAL CLASS A-3		27
28				TOTAL STOCK		28
29						29
30						30
31	721	B-1	VII	Washington & Franklin Rwy. Co. - Matured 1/1/66		31
32				TOTAL CLASS B-1		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			5	3
4	11			11			1	4
5	19			19				5
6	24,772			24,772				6
7	0	3,248		3,248				7
8	4,625			4,625				8
9	16			16			0	9
10								10
11	250			250				11
12	623			623				12
13	121			121			6	13
14	31,432			34,680			12	14
15								15
16								16
17								17
18								18
19	167			167				19
20	40,504			40,504			3,128	20
21	0			0				21
22	28,042			28,042				22
23	20			20				23
24	0			0				24
25	5,832	1,648		7,480				25
26	17,763	0		17,763				26
27	50			50				27
28	92,378	1,648	0	94,026			3,128	28
29	123,810	1,648		128,706			3,140	29
30								30
31	378			378				31
32	378			378				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	0		0	0				1
2	0			0				2
3	0			0				3
4	0	0	0	0			0	4
5								5
6	119		3	116			5	6
7	3			3				7
8	575			575				8
9	480		77	403				9
10	1,177	0	80	1,097			5	10
11								11
12	36			36				12
13				0				13
14	36	0	0	36		0	0	14
15								15
16	10	1		11				16
17	619	0	2	617				17
18	43,421			43,421				18
19	0			0				19
20	44,050	1	2	44,049				20
21	45,263	1	82	45,182				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	123,810	2,445		126,255			3,140	35
36	378			378				36
37	0	0	0	0			0	37
38	45,263	1	82	45,182			5	38
39	0			0				39
40	169,451	2,446	82	171,815		0	3,145	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 Pledged	Extent of Control Pledged	Borrow Money Pledged
Page 26: Line 11	6,221	99.94%	523

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 - Helm General Corp.  
Line 08 - Conrail  
Line 09 - Norfolk Southern Rwy. Co.  
Line 10 - Various Carriers  
Line 11 - Various Carriers  
Line 12 - Norfolk Southern Rwy. Co.  
Line 13 - Alabama Great Southern RR Co.  
Line 16 - Conrail  
Line 19 - Norfolk Southern Rwy. Co. and Florida & East Coast Railway  
Line 22 - Various Companies  
Line 23 - Penn Central Realty and Norfolk Sothern Rwy. Co.  
Line 24 - Helm Financial Corp.  
Line 25 - River View II Associates  
Line 26 - 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 method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers. (List specifics for each company)							
1	Winston-Salem Southbound Rwy. Co.-Stock	7,266		475			7,741	1
2	Four Rivers Transportation - Stock	9,378		2,436			11,814	2
3	Trailer Train Co.	16,172	17,811				33,983	3
4	Helm Chesapeake	0		127			127	4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total Carriers	32,816	17,811	3,038		0	53,665	13
14	Noncarrier (List specifics for each company)							
14	Helm Atlantic Assoc	0		0			0	14
15	Richmond Center Assoc.	(6,751)		(1,648)			(8,399)	15
16	Savannah Harbor Venture Partners, LLC	(6,711)		(14,309)			(21,020)	16
17	CSX Fiber Networks	0		2,086			2,086	17
18								18
19	Total Non-Carriers	(13,462)	0	(13,861)	0	0	(27,323)	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	Grand Total	19,354	17,811	(10,823)		0	26,342	27

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS ( ) = Credits

Dollars in Thousands

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

Line No.	Cross Check	Account (a)	Balance beginning of year (b)	Expenditures during the year for original road & equipment, & road extensions (c)	Expenditures during the year for purchase of existing lines, re-organizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	225,602			1
2		(3) Grading	630,957			2
3		(4) Other right-of-way expenditures	4,189			3
4		(5) Tunnels and subways	44,796			4
5		(6) Bridges, trestles, and culverts	532,016			5
6		(7) Elevated structures				6
7		(8) Ties	2,278,111			7
8		(9) Rail and other track material	3,076,445			8
9		(11) Ballast	1,342,047			9
10		(13) Fences, snow sheds, and signs	10,787			10
11		(16) Station and office buildings	415,652			11
12		(17) Roadway buildings	16,720			12
13		(18) Water stations				13
14		(19) Fuel stations	33,810			14
15		(20) Shops and enginehouses	254,473			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	979			17
18		(24) Coal and ore wharves	137,025			18
19		(25) TOFC/COFC terminals	96,926			19
20		(26) Communication systems	85,774			20
21		(27) Signals and interlockers	834,933			21
22		(29) Power plants	624			22
23		(31) Power-transmission systems	29,436			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	186,332			25
26		(39) Public improvements - Construction	130,719			26
27		(44) Shop machinery	84,304			27
28		(45) Power-plant machinery	1,944			28
29		Other (specify and explain)				29
30		<b>TOTAL EXPENDITURES FOR ROAD</b>	<b>10,454,801</b>	<b>0</b>		<b>30</b>
31		(52) Locomotives	2,488,352			31
32		(53) Freight-train cars	2,615,614			32
33		(54) Passenger-train cars	621			33
34		(55) Highway revenue equipment	54,217			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	84,087			36
37		(58) Miscellaneous equipment	188,221			37
38		(59) Computer systems and word processing equipment	37,566			38
39		<b>TOTAL EXPENDITURES FOR EQUIPMENT</b>	<b>5,469,832</b>	<b>0</b>		<b>39</b>
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	325,497			42
43		<b>GRAND TOTAL</b>	<b>16,249,930</b>	<b>0</b>	<b>0</b>	<b>43</b>

See Notes on Page 31.

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

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		8,793	5,215	3,578	229,180	1
2		14,848	17,088	(2,240)	628,717	2
3		1,702	16	1,686	5,875	3
4		(441)		(441)	44,355	4
5		57,184	18,597	38,587	570,603	5
6				0	0	6
7		197,593	93,775	103,818	2,381,929	7
8		208,150	133,626	74,524	3,150,969	8
9		67,465	31,241	36,224	1,378,271	9
10		1,252	41	1,211	11,998	10
11		30,920	592	30,328	445,980	11
12		225	13	212	16,932	12
13				0	0	13
14		9,288	16	9,272	43,082	14
15		11,383	133	11,250	265,723	15
16				0	0	16
17		37		37	1,016	17
18		2,773		2,773	139,798	18
19				0	96,926	19
20		16,717	231	16,486	102,260	20
21		92,824	18,859	73,965	908,898	21
22				0	624	22
23		3,444		3,444	32,880	23
24				0	0	24
25		32,195	30,936	1,259	187,591	25
26		27,836	1,510	26,326	157,045	26
27		5,437	4,729	708	85,012	27
28				0	1,944	28
29				0	0	29
30		789,625	356,618	433,007	10,887,608	30
31		106,617	36,233	70,384	2,558,736	31
32		135,729	215,330	(79,601)	2,536,013	32
33		100		100	721	33
34		5,737		5,737	59,954	34
35				0	1,154	35
36			677	(677)	83,410	36
37		16,216	6,107	10,109	198,330	37
38		1,122		1,122	38,688	38
39		265,521	258,347	7,174	5,477,006	39
40				0	0	40
41				0	0	41
42		(190,638)		(190,638)	134,859	42
43		864,508	614,965	249,543	16,499,473	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) affected.

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

Line No.		Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
			Deprecation base		Annual composite rate (percent) (d)	Deprecation base		Annual composite rate (percent) (g)	
			1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
ROAD									
1	(3)	Grading	650,411	648,171	1.23	89,821	90,584		1
2	(4)	Other right-of-way expenditures	5,044	6,730	1.53	832	832		2
3	(5)	Tunnels and subways	44,797	44,356	1.23	16,759	16,840		3
4	(6)	Bridges, trestles, and culverts	532,520	571,107	1.39	108,412	110,282		4
5	(7)	Elevated structures	0			1,018	1,018		5
6	(8)	Ties	2,298,514	2,402,332	4.19	529,126	537,676		6
7	(9)	Rail and other track material	3,166,280	3,245,911	2.48	994,031	991,864		7
8	(11)	Ballast	1,361,530	1,397,754	2.75	361,953	361,587		8
9	(13)	Fences, snowsheds, and signs	11,493	12,704	2.00	611	1,425		9
10	(16)	Station and office buildings	417,679	448,007	2.39	118,163	116,858		10
11	(17)	Roadway buildings	16,719	16,931	2.44	585	647		11
12	(18)	Water stations				308	308		12
13	(19)	Fuel stations	38,909	48,181	3.57	27,675	29,610		13
14	(20)	Shops and enginehouses	255,313	266,563	2.27	22,101	27,736		14
15	(22)	Storage warehouses							15
16	(23)	Wharves and docks	979	1,016	3.25	445	457		16
17	(24)	Coal and ore wharves	137,284	140,057	1.63	1,652	1,625		17
18	(25)	TOFC/COFC terminals	96,926	96,926	2.86	21,688	22,261		18
19	(26)	Communication systems	86,480	102,966	14.29	52,637	54,225		19
20	(27)	Signals and interlockers	839,681	913,646	2.51	189,210	194,031		20
21	(29)	Power plants	624	624	2.56	184	212		21
22	(31)	Power-transmission systems	29,669	33,113	1.43	4,050	5,117		22
23	(35)	Miscellaneous structures				1,411	1,411		23
24	(37)	Roadway machines	187,839	189,098	5.29	39,321	40,988		24
25	(39)	Public improvements - Construction	137,103	163,429	1.39	31,712	31,856		25
26	(44)	Shop machinery	80,706	81,414	3.70	13,353	14,776		26
27	(45)	Power-plant machinery	1,944	1,944	3.13	(118)	(118)		27
28		All other road accounts							28
29		Amortization (other than defense projects)							29
30		TOTAL ROAD	10,398,424	10,832,980		2,626,940	2,654,108		30
EQUIPMENT									
31	(52)	Locomotives	2,474,672	2,545,056	4.28	421,654	426,057		31
32	(53)	Freight-train cars	2,603,144	2,512,636	3.89	240,586	245,492		32
33	(54)	Passenger-train cars	621	721		5,282	5,303		33
34	(55)	Highway revenue equipment	59,954	65,691		4,019	4,019		34
35	(56)	Floating equipment	1,154	1,154	2.13				35
36	(57)	Work equipment	73,659	72,982	2.93	19,615	20,472		36
37	(58)	Miscellaneous equipment	195,089	205,198	10.01	24,419	25,218		37
38	(59)	Computer systems and word processing equipment	38,481	39,603	14.29	11,068	11,069		38
39		TOTAL EQUIPMENT	5,446,774	5,443,041		726,643	737,630		39
40		GRAND TOTAL	15,845,198	16,276,021	N/A	3,353,583	3,391,738	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)		
		<b>ROAD</b>							
1		(3) Grading	150,194	7,610		17,088		140,716	1
2		(4) Other night-of-way expenditures	1,496	80		16		1,560	2
3		(5) Tunnels and subways	(3,985)	538		0		(3,447)	3
4		(6) Bridges, trestles, and culverts	(34,814)	7,361		18,597		(46,050)	4
5		(7) Elevated structures	4	0		0		4	5
6		(8) Ties	807,565	95,561	4,354	97,482	14,979	795,019	6
7		(9) Rail and other track material	584,508	74,245	9,139	128,499	9,100	530,293	7
8		(11) Ballast	449,089	36,917		31,241	0	454,765	8
9		(13) Fences, snowsheds, and signs	6,043	214		41		6,216	9
10		(16) Station and office buildings	86,905	10,115		592		96,428	10
11		(17) Roadway buildings	8,692	408		13		9,087	11
12		(18) Water stations	0	0		0		0	12
13		(19) Fuel stations	6,420	1,567		16		7,971	13
14		(20) Shops and enginehouses	99,103	5,905		133		104,875	14
15		(22) Storage warehouses	0	0		0		0	15
16		(23) Wharves and docks	(1,692)	33		0		(1,659)	16
17		(24) Coal and ore wharves	97,098	2,254		0		99,352	17
18		(25) TOFC/COFC terminals	27,764	2,887		0		30,651	18
19		(26) Communication systems	47,560	13,371		231		60,700	19
20		(27) Signals and interlockers	51,816	22,545		18,859		55,502	20
21		(29) Power plants	(87)	16		0		(71)	21
22		(31) Power-transmission systems	9,296	465		0		9,761	22
23		(35) Miscellaneous structures	0	0		0		0	23
24		(37) Roadway machines	8,205	9,803		30,936		(12,928)	24
25		(39) Public improvements-Const	(3,125)	1,764		1,510		(2,871)	25
26		(44) Shop machinery	15,326	3,152		4,729		13,749	26
27		(45) Power-plant machinery	2,248	61		0		2,309	27
28		All other road accounts	0	0		0		0	28
29		Amortization (Adjustments)		(21,012)				(21,012)	29
30		<b>TOTAL ROAD</b>	<b>2,415,629</b>	<b>275,860</b>	<b>13,493</b>	<b>349,983</b>	<b>24,079</b>	<b>2,330,920</b>	<b>30</b>
		<b>EQUIPMENT</b>							
31	*	(52) Locomotives	873,189	110,341	848	36,233		948,145	31
32	*	(53) Freight-train cars	1,019,784	118,243	1,688	217,803		921,912	32
33	*	(54) Passenger-train cars	0			0		0	33
34	*	(55) Highway revenue equipment	54,153			0		54,153	34
35	*	(56) Floating equipment	168	25		0		193	35
36	*	(57) Work equipment	5,661	2,310		677		7,294	36
37	*	(58) Miscellaneous equipment	94,278	17,085		6,107		105,256	37
38		(59) Computer systems and word processing equipment	33,203	5,618		0		38,821	38
39	*	Amortization (Adjustments)		12,951				12,951	39
40		<b>TOTAL EQUIPMENT</b>	<b>2,080,436</b>	<b>266,573</b>	<b>2,536</b>	<b>260,820</b>		<b>2,088,725</b>	<b>40</b>
41		<b>GRAND TOTAL</b>	<b>4,496,065</b>	<b>542,433</b>	<b>16,029</b>	<b>610,803</b>	<b>24,079</b>	<b>4,419,645</b>	<b>41</b>

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

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

Road Initials: CSXT Year: 2001

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

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

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

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

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

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

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

Included in Schedule 332

**351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS**

(Dollars in thousands)

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

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

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

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

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

\* 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.	15,981	16,499,473	4,419,645	1
2						2
3						3
4	P	Augusta and Summerville RR Co		381	168	4
5	P	High Point, Thomasville & Denton RR Co	34	10,497	5,555	5
6	P	Lake Front Dock and RR Terminal Co		14,231	8,922	6
7	P	Winston-Salem Southbound Rwy Co		28,926	16,058	7
8						8
9			34	54,035	30,703	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 & Muddy 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	2,667,524	675,510	21
22			4,486	2,681,161	676,912	22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	20,501	19,234,669	5,127,260	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	229,180	1,598		47,674	1
2		(3) Grading	628,717	4,598		90,584	2
3		(4) Other right-of-way expenditures	5,875	227		832	3
4		(5) Tunnels and subways	44,355			16,873	4
5		(6) Bridges, trestles, and culverts	570,603	991		110,296	5
6		(7) Elevated structures				1,018	6
7		(8) Ties	2,381,929	13,325		533,627	7
8		(9) Rail and other track material	3,150,969	14,332		992,530	8
9		(11) Ballast	1,378,271	7,272		359,916	9
10		(13) Fences, snow sheds, and signs	11,998	44		1,425	10
11		(16) Station and office buildings	445,980	369		114,103	11
12		(17) Roadway buildings	16,932	4		644	12
13		(18) Water stations				308	13
14		(19) Fuel stations	43,082			29,188	14
15		(20) Shops and enginehouses	265,723	37		24,979	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	1,016			353	17
18		(24) Coal and ore wharves	139,798	8,342		1,111	18
19		(25) TOFC/COFC terminals	96,926	2		21,115	19
20		(26) Communication systems	102,260	3		51,635	20
21		(27) Signals and interlockers	908,898	761		192,795	21
22		(29) Power plants	624			156	22
23		(31) Power-transmission systems	32,880	191		4,017	23
24		(35) Miscellaneous structures				1,411	24
25		(37) Roadway machines	187,591	383		40,243	25
26		(39) Public improvements - Construction	157,045	454		31,866	26
27		(44) Shop machinery	85,012			12,380	27
28		(45) Power-plant machinery	1,944			(118)	28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	10,887,608	52,933		2,681,161	31
32		(52) Locomotives	2,558,736				32
33		(53) Freight-train cars	2,536,013	6			33
34		(54) Passenger-train cars	721				34
35		(55) Highway revenue equipment	59,954				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	83,410				37
38		(58) Miscellaneous equipment	198,330	158			38
39		(59) Computer systems & word processing equipment	38,688				39
40		TOTAL EQUIPMENT	5,477,006	164		0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	134,859	938			43
44		GRAND TOTAL	16,499,473	54,035		2,681,161	44



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## CROSS-CHECKS

## SCHEDULE 410

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

## SCHEDULE 210

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

## SCHEDULE 412

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

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

## SCHEDULE 414

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

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

## SCHEDULE 415

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

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

## AND

## SCHEDULE 414

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

## SCHEDULE 415

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

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

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

## SCHEDULE 417

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

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

## SCHEDULE 450

Line 4 column b

## SCHEDULE 210

= Line 47 column b

**410. RAILWAY OPERATING EXPENSES**  
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
		<b>WAY AND STRUCTURES</b>								
		<b>ADMINISTRATION</b>								
1		Track	8,232	10,455	4,313	873	23,873		23,873	1
2		Bridge and Buildings	5,191	575	799	792	7,357		7,357	2
3		Signal	8,500	2,736	9,793	5,324	26,353		26,353	3
4		Communication	346	7	377	70	800		800	4
5		Other	18,064	257	9,149	8,519	35,989		35,989	5
		<b>REPAIR AND MAINTENANCE</b>								
6		Roadway - Running	18,067	13,091	8,853	819	40,830		40,830	6
7		Roadway - Switching	5,956	3,203	785	134	10,078		10,078	7
8		Tunnels and Subways - Running	41	8	53	0	102		102	8
9		Tunnels and Subways - Switching	2	815	0	0	817		817	9
10		Bridges and Culverts - Running	13,224	2,240	1,950	2,578	19,992		19,992	10
11		Bridges and Culverts - Switching	99	0	18	0	117		117	11
12		Ties - Running	3,880	(522)	7	123	3,488		3,488	12
13		Ties - Switching	2,249	153	7	64	2,473		2,473	13
14		Rail and other track material - Running	13,656	13,752	12,807	(1,728)	38,487		38,487	14
15		Rail and other track material - Switching	7,127	827	542	0	8,496		8,496	15
16		Ballast - Running	14,874	5,473	255	1,704	22,306		22,306	16
17		Ballast - Switching	1,166	752	4	10	1,932		1,932	17
18		Road Property Damaged - Running	3,029	66	8	32	3,135		3,135	18
19		Road Property Damaged - Switching	613	57	27	5	702		702	19
20		Road Property Damaged - Other	0	0	0	0	0		0	20
21		Signals and Interlockers - Running	38,048	5,674	6,637	1,929	52,288		52,288	21
22		Signals and Interlockers - Switching	11,558	906	132	5	12,601		12,601	22
23		Communications Systems	19,039	2,998	1,480	447	23,964		23,964	23
24		Power Systems	1,003	0	0	0	1,003		1,003	24
25		Highway Grade Crossings - Running	10,415	709	(3,311)	31	7,844		7,844	25
26		Highway Grade Crossings - Switching	93	4	0	1	98		98	26
27		Station and Office Buildings	6,046	1,640	3,810	843	12,339		12,339	27
28		Shop Buildings - Locomotives	3,053	1,885	906	222	6,066		6,066	28
29		Shop Buildings - Freight Cars	603	32	156	0	791	N/A	791	29
30		Shop Buildings - Other Equipment	2,118	1,239	1,073	0	4,430		4,430	30

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
		<b>REPAIR AND MAINTENANCE - Continued</b>								
101		Locomotive Servicing Facilities	299	93	0	0	392		392	101
102		Miscellaneous Buildings and Structures	455	13	10	20	498		498	102
103		Coal Terminals	87	2,058	373	0	2,518	N/A	2,518	103
104		Ore Terminals	794	1,425	111	0	2,330	N/A	2,330	104
105		Other Marine Terminals	0	81	208	0	289	N/A	289	105
106		TOFC/COFC - Terminals	1	425	0	0	426	N/A	426	106
107		Motor Vehicle Loading and Distribution Facilities	14	1	0	0	15	N/A	15	107
108		Facilities for Other Specialized Service Operations	5	18	0	0	23	N/A	23	108
109		Roadway Machines	10,760	24,713	692	(18,371)	17,794		17,794	109
110		Small Tools and Supplies	300	(3,568)	61	26	(3,181)		(3,181)	110
111		Snow Removal	1,781	237	171	36	2,225		2,225	111
112		Fringe Benefits - Running	N/A	N/A	N/A	70,547	70,547		70,547	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	93	93		93	113
114		Fringe Benefits - Other	N/A	N/A	N/A	33,874	33,874		33,874	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	17,479	17,479		17,479	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	0	0		0	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	2,675	2,675		2,675	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	155,548	N/A	155,548		155,548	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	(1,485)	N/A	(1,485)		(1,485)	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	(4,765)	N/A	(4,765)		(4,765)	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	21,691	N/A	21,691		21,691	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	0	N/A	0		0	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	22,800	N/A	22,800		22,800	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	19	N/A	19		19	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	7	N/A	7		7	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	1	N/A	1		1	132
133	*	Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0		0	133

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
134	*	REPAIR AND MAINTENANCE - Continued								
135	*	Other Rents - (Credit) - Switching	N/A	N/A		N/A	0			0 134
136	*	Other Rents - (Credit) - Other	N/A	N/A		N/A	0			0 135
137	*	Depreciation - Running	N/A	N/A	N/A	185,278	185,278	N/A		185,278 136
138	*	Depreciation - Switching	N/A	N/A	N/A	0	0	N/A		0 137
139	*	Depreciation - Other	N/A	N/A	N/A	90,582	90,582	N/A		90,582 138
140		Joint Facility - Debit - Running	N/A	N/A	0	N/A	0	N/A		0 139
141		Joint Facility - Debit - Switching	N/A	N/A	(9,120)	N/A	(9,120)	N/A		(9,120) 140
142		Joint Facility - Debit - Other	N/A	N/A	0	N/A	0	N/A		0 141
143		Joint Facility - (Credit) - Running	N/A	N/A	(3)	N/A	(3)			(3) 142
144		Joint Facility - (Credit) - Switching	N/A	N/A	0	N/A	0			0 143
145		Joint Facility - (Credit) - Other	N/A	N/A	(4,082)	N/A	(4,082)			(4,082) 144
146		Dismantling Retired Road Property - Running	1,477	41	11	44	1,573			1,573 145
147		Dismantling Retired Road Property - Switching	8	0	0	0	8			8 146
148		Dismantling Retired Road Property - Other	1	0	0	0	1			1 147
149		Other - Running	2,911	2,519	15,481	(2,088)	18,823			18,823 148
150		Other - Switching	578	5	0	2	585			585 149
151		Other - Other	462	(111)	25	(13,866)	(13,490)			(13,490) 150
		TOTAL WAY AND STRUCTURES	236,225	96,982	258,369	389,128	980,704			980,704 151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	7,146	3,051	7,497	(52,545)	(34,851)			(34,851) 201
202	*	Repair and Maintenance	75,299	69,262	130,965	920	276,446			276,446 202
203	*	Machinery Repair	917	430	213	0	1,560			1,560 203
204		Equipment Damaged	180	0	7	0	187			187 204
205		Fringe Benefits	N/A	N/A	N/A	38,263	38,263			38,263 205
206		Other Casualties and Insurance	N/A	N/A	N/A	17,908	17,908			17,908 206
207	*	Lease Rentals - Debit	N/A	N/A	117,427	N/A	117,427			117,427 207
208	*	Lease Rentals - (Credit)	N/A	N/A	(107)	N/A	(107)			(107) 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	1	N/A	1			1 211
212	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0			0 212
213	*	Depreciation	N/A	N/A	N/A	113,833	113,833			113,833 213
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)

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	1	0	0	(44,890)	(44,889)		(44,889)	218
		TOTAL LOCOMOTIVES	83,543	72,743	256,003	73,489	485,778		485,778	219
		FREIGHT CARS								
220		Administration	8,038	(3,924)	4,962	8,620	17,696	N/A	17,696	220
221	*	Repair and Maintenance	66,208	69,972	38,209	3,483	177,872	N/A	177,872	221
222	*	Machinery Repair	389	291	580	0	1,260	N/A	1,260	222
223		Equipment Damaged	0	492	6,565	0	7,057	N/A	7,057	223
224		Fringe Benefits	N/A	N/A	N/A	33,999	33,999	N/A	33,999	224
225		Other Casualties and Insurance	N/A	N/A	N/A	35,674	35,674	N/A	35,674	225
226	*	Lease Rentals - Debit	N/A	N/A	101,855	N/A	101,855	N/A	101,855	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	331,604	N/A	331,604	N/A	331,604	230
231	*	Other Rents - (Credit)	N/A	N/A	(44,515)	N/A	(44,515)	N/A	(44,515)	231
232	*	Depreciation	N/A	N/A	N/A	118,172	118,172	N/A	118,172	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	(65,317)	N/A	(65,317)	N/A	(65,317)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Other	0	0	(6,607)	0	(6,607)	N/A	(6,607)	237
238		TOTAL FREIGHT CARS	74,635	66,831	367,336	199,948	708,750	N/A	708,750	238
		OTHER EQUIPMENT								
301		Administration	1,030	16	753	1	1,800	N/A	1,800	301
302	*	Trucks, Trailers, and Containers - Revenue Service	0	0	75	0	75	N/A	75	302
303	*	Floating Equipment - Revenue Service	0	0	0	0	0	N/A	0	303
304	*	Passenger and Other Revenue Equipment	0	0	0	0	0	N/A	0	304
305	*	Computer systems and word processing equip.	0	20	1	0	21	N/A	21	305
306	*	Machinery	408	1,816	405	26	2,655	N/A	2,655	306
307	*	Work and Other Non-Revenue Equipment	399	22,379	1,618	32	24,428	N/A	24,428	307
308		Equipment Damaged	0	0	0	0	0	N/A	0	308
309		Fringe Benefits	N/A	N/A	N/A	736	736	N/A	736	309
310		Other Casualties and Insurance	N/A	N/A	N/A	509	509	N/A	509	310
311	*	Lease Rentals - Debit	N/A	N/A	19,749	N/A	19,749	N/A	19,749	311
312	*	Lease Rentals - (Credit)	N/A	N/A	(24,939)	N/A	(24,939)	N/A	(24,939)	312

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

Line No.	Cross Check	Name of railway operating expense (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
313		OTHER EQUIPMENT - Continued								
314		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0		0	313
315	*	Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0		0	314
316	*	Other Rents - Debit	N/A	N/A	1,401	N/A	1,401		1,401	315
317	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0		0	316
318		Depreciation	N/A	N/A	N/A	17,919	17,919		17,919	317
319		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	318
320	*	Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	319
321		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0		0	320
322		Dismantling Retired Property	2	0	0	0	2		2	321
323		Other	0	0	0	(36,834)	(36,834)		(36,834)	322
324		TOTAL OTHER EQUIPMENT	1,839	24,231	(937)	(17,611)	7,522		7,522	323
325		TOTAL EQUIPMENT	160,017	163,805	622,402	255,826	1,202,050		1,202,050	324
401		TRANSPORTATION								
402		TRAIN OPERATIONS								
403		Administration	52,866	2,138	2,648	8,138	65,790		65,790	401
404		Engine Crews	217,041	157	62	23,412	240,672		240,672	402
405		Train Crews	217,430	525	239	62,671	280,865		280,865	403
406		Dispatching Trains	46,041	224	4,674	1,578	52,517		52,517	404
407		Operating Signals and Interlockers	620	0	0	0	620		620	405
408		Operating Drawbridges	5,341	5	7	60	5,413		5,413	406
409		Highway Crossing Protection	119	193	9,038	5	9,355		9,355	407
410		Train Inspection and Lubrication	57,017	3,896	2,503	(3,744)	59,672		59,672	408
411		Locomotive Fuel	1	454,690	10	14	454,715		454,715	409
412		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0		0	410
413		Servicing Locomotives	35,895	3,585	2,543	332	42,355		42,355	411
414		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0		0	412
415		Clearing Wrecks	495	11	9,268	13	9,787		9,787	413
416		Fringe Benefits	N/A	N/A	N/A	271,896	271,896		271,896	414
417		Other Casualties and Insurance	N/A	N/A	N/A	33,956	33,956		33,956	415
418		Joint Facility - Debit	N/A	N/A	48,921	N/A	48,921		48,921	416
419		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)		(1)	417
420		Other	14,263	459	10	508	15,240		15,240	418
421		TOTAL TRAIN OPERATIONS	647,129	465,883	79,922	398,839	1,591,773		1,591,773	419
422		YARD OPERATIONS								
423		Administration	38,080	2,312	6,580	4,207	51,179		51,179	420
424		Switch Crews	168,646	1,498	3,904	849	174,897		174,897	421

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

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)											
Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)				
YARD OPERATIONS - Continued											
422		Controlling Operations	28,631	84	2,268	41	31,024			31,024	422
423		Yard and Terminal Clerical	23,579	53	9	98	23,739			23,739	423
424		Operating Switches, Signals, Retarders and Humps	2,583	1	0	2	2,586			2,586	424
425		Locomotive Fuel	0	0	0	0	0			0	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0					426
427		Servicing Locomotives	11,539	21	2	17	11,579			11,579	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0					428
429		Clearing Wrecks	865	57	6,152	20	7,094			7,094	429
430		Fringe Benefits	N/A	N/A	N/A	117,584	117,584			117,584	430
431		Other Casualties and Insurance	N/A	N/A	N/A	24,968	24,968			24,968	431
432		Joint Facility - Debit	N/A	N/A	44,460	N/A	44,460			44,460	432
433		Joint Facility - (Credit)	N/A	N/A	(60,355)	N/A	(60,355)			(60,355)	433
434		Other	1,395	40	3,567	17	5,019			5,019	434
435		TOTAL YARD OPERATIONS	275,318	4,066	6,587	147,803	433,774			433,774	435
TRAIN AND YARD OPERATIONS COMMON											
501		Cleaning Car Interiors	11	0	5,623	N/A	5,634			5,634	501
502		Adjusting and Transferring Loads	4,764	11	11	N/A	4,786	N/A		4,786	502
503		Car Loading Devices and Grain Doors	0	485	0	N/A	485	N/A		485	503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	27,350	27,350	N/A		27,350	504
505		Fringe Benefits	N/A	N/A	N/A	(40)	(40)	(40)		(40)	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	4,775	496	5,634	27,310	38,215			38,215	506
SPECIALIZED SERVICE OPERATIONS											
507	*	Administration	0	0	1		1	N/A		1	507
508	*	Pickup and Delivery and Marine Line Haul	0	0	280	0	280	N/A		280	508
509	*	Loading and Unloading and Local Marine	7,867	(575)	110,116	6,486	123,894	N/A		123,894	509
510	*	Protective Services	0	1	4,026	0	4,027	N/A		4,027	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	3,058	3,058	N/A		3,058	512
513	*	Casualties and Insurance	N/A	N/A	N/A	0	0	N/A			513
514	*	Joint Facility - Debit	N/A	N/A	7,980	N/A	7,980	N/A		7,980	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	7,867	(574)	122,403	9,544	139,240	N/A		139,240	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger	Total	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
518		ADMINISTRATIVE SUPPORT OPERATIONS								
519		Administration	70,104	2,035	720	8,705	81,564		81,564	518
520		Employees Performing Clerical & Accounting Functions	65,602	938	4,082	1,748	72,370		72,370	519
521		Communication Systems Operation	549	0	0	0	549		549	520
522		Loss and Damage Claims Processing	681	4	2,141	63	2,889		2,889	521
523		Fringe Benefits	N/A	N/A	N/A	42,502	42,502		42,502	522
524		Casualties and Insurance	N/A	N/A	N/A	0	0		0	523
525		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	524
526		Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	525
527		Other	0	0	3,813	(17,885)	(14,072)		(14,072)	526
528		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	136,936	2,977	10,756	35,133	185,802		185,802	527
529		TOTAL TRANSPORTATION	1,072,025	472,848	225,302	618,629	2,388,804		2,388,804	528
601		GENERAL AND ADMINISTRATIVE								
602		Officers - General Administration	12,678	2,479	57,471	3,773	76,401		76,401	601
603		Accounting, Auditing and Finance	19,471	129	87,236	505	107,341		107,341	602
604		Management Services and Data Processing	376	55	224,881	438	225,750		225,750	603
605		Marketing	10,935	77	1,858	38,956	51,826		51,826	604
606		Sales	22,558	184	915	4,032	27,689		27,689	605
607		Industrial Development	1,859	17	57	2,141	4,074	N/A	4,074	606
608		Personnel and Labor Relations	21,663	196	22,628	3,462	47,949		47,949	607
609		Legal and Secretarial	10,962	226	50,698	1,519	63,405		63,405	608
610		Public Relations and Advertising	2,326	156	49,069	1,221	52,772		52,772	609
611		Research and Development	2,195	78	161	368	2,802		2,802	610
612		Fringe Benefits	N/A	N/A	N/A	73,720	73,720		73,720	611
613		Casualties and Insurance	N/A	N/A	N/A	(2,566)	(2,566)		(2,566)	612
614		Writedown of Uncollectible Accounts	N/A	N/A	N/A	20,100	20,100		20,100	613
615		Property Taxes	N/A	N/A	N/A	98,763	98,763		98,763	614
616		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	23,213	23,213		23,213	615
617		Joint Facility - Debit	N/A	N/A	45,573	N/A	45,573		45,573	616
618		Joint Facility - (Credit)	N/A	N/A	23	N/A	23		23	617
619		Other	11,703	4,251	86,407	30,883	133,244		133,244	618
620		TOTAL GENERAL AND ADMINISTRATIVE	116,726	7,848	626,977	300,528	1,052,079		1,052,079	619
621	*	TOTAL CARRIER OPERATING EXPENSES	1,584,993	741,483	1,733,050	1,564,111	5,623,637	0	5,623,637	620



**412. WAY AND STRUCTURES**

(Dollars in thousands)

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

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	9,906		2,296	2
3		4	Other right-of-way expenditures	60		(20)	3
4		5	Tunnels and subways	432		(106)	4
5		6	Bridges, trestles and culverts	7,148		(213)	5
6		7	Elevated structures				6
7		8	Ties	79,157		(16,404)	7
8		9	Rail and other track material	69,723		(4,522)	8
9		11	Ballast	35,744		(1,173)	9
10		13	Fences, snowsheds and signs	92		(122)	10
11		16	Station and office buildings	9,770		(345)	11
12		17	Roadway buildings	284		(124)	12
13		18	Water stations				13
14		19	Fuel stations	1,503		(64)	14
15		20	Shops and enginehouses	4,858		(1,047)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	(17)		(50)	17
18		24	Coal and ore wharves	2,089		(165)	18
19		25	TOFC/COFC terminals	3,147		260	19
20		26	Communications systems	13,371			20
21		27	Signals and interlockers	21,730		(815)	21
22		29	Power plants	11		(5)	22
23		31	Power transmission systems	436		(29)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	11,537		1,734	25
26		39	Public improvements construction	1,853		89	26
27		45	Power plant machines	(42)		(103)	27
28		-	Other lease/rentals	3,068	170,997	(84)	28
29		-	TOTAL	275,860	170,997	(21,012)	29

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

(Dollars in thousands)

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

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis				GROSS AMOUNTS PAYABLE Per diem basis				Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)			
1		CAR TYPES									1
2		Box-Plain 40 Foot		17	35						2
3		Box-Plain 50 Foot and Longer		13,176	27,722	13,077	24,698	75,106			3
4		Box-Equipped		170	543	294	722	1,580			4
5		Gondola-Plain									5
6		Gondola-Equipped		5,738	18,081		3,534	12,788			6
7		Hopper-Covered		3,644	10,895	21,874	7,636	22,678			7
8		Hopper-Open Top-General Service		1,476	1,782		3,656	5,350			8
9		Hopper-Open Top-Special Service		269	1,352		285	1,418			9
10		Refrigerator-Mechanical				98	3,101	6,630			10
11		Refrigerator-Non-Mechanical		672	1,106	281	4,036	5,098			11
12		Fiat TOFC/COFC									12
13		Fiat Multi-Level		361	1,049	54,350	2,959	9,622			13
14		Fiat-General Service		10	206	10,383	420	1,593			14
15		Fiat-Other		171	737	10,488	3,726	10,956			15
16		Tank-Under 22,000 Gallons				22,945					16
17		Tank-22,000 Gallons and Over				19,583					17
18		All Other Freight Cars		8	35		52	195			18
19		Auto Racks			(44,740)			(34,855)			19
		TOTAL FREIGHT TRAIN CARS	0	25,712	18,803	153,373	55,861	122,370			
		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	25,712	18,803	153,373	55,861	122,370			25

## GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

### 415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in thousands)

Line No	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization	Line No
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
LOCOMOTIVES							
1		Diesel Locomotive-Yard	27,644	763		47	1
2		Diesel Locomotive-Road	248,802	96,493	12,973	4,818	2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road		1,965		119	4
5	*	TOTAL	276,446	99,221	12,973	4,984	5
FREIGHT TRAIN CARS							
6		Box-Plain 40 Foot	0	214	0	26	6
7		Box-Plain 50 Foot and Longer	12	2,641	5,183	328	7
8		Box-Equipped	24,344	7,055	29,336	781	8
9		Gondola-Plain	3,162	2,488	0	275	9
10		Gondola-Equipped	19,460	6,006	0	686	10
11		Hopper-Covered	22,492	10,255	0	1,256	11
12		Hopper-Open Top-General Service	9,940	16,403	6,189	1,831	12
13		Hopper-Open Top-Special Service	4,438	6,300	0	545	13
14		Refrigerator-Mechanical	0	0	0		14
15		Refrigerator-Nonmechanical	1,386	0	0		15
16		Flat TOFC/COFC	0	0	0		16
17		Flat Multi-level	0	2	0		17
18		Flat-General Service	0	23	0	4	18
19		Flat-Other	353	396	0	58	19
20		All Other Freight Cars	7,431	1,023	0	142	20
21		Cabooses	0	418	0	46	21
22		Auto Racks	19,537	11,808	11,171	928	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	112,555	65,032	51,879	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	21	0	0		37
38	*	Machinery-Locomotives (1)	1,560	1,639	0		38
39	*	Machinery-Freight Cars (2)	1,260	1,261	0		39
40	*	Machinery-Other Equipment (3)	2,730	253	0		40
41	*	Work and Other Non-revenue Equipment	24,428	17,498	168	1,061	41
42		TOTAL OTHER EQUIPMENT	29,999	20,651	168	1,061	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	419,000	184,904	65,020	12,951	43

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

**415. SUPPORTING SCHEDULE - EQUIPMENT - Continued**

(Dollars in thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		4,776	19,860		6,911		1
2		112,545	2,334,812	153,551	817,520	106,135	2
3							3
4			50,513		17,579		4
5		117,321	2,405,185	153,551	842,010	106,135	5
6			8,405		3,004		6
7		5,830	90,186	95,933	32,230	32,046	7
8		8,200	274,048	10,066	97,937	3,364	8
9		12,929	99,771		35,655		9
10		17,696	254,415		90,920		10
11		20,367	396,773		141,795		11
12		25,166	646,009		258,857		12
13		5,636	162,067		57,918		13
14							14
15			39,475		14,107		15
16							16
17			24		9		17
18		0	961		343		18
19		95	17,700		6,326		19
20			48,531		17,344		20
21			15,823		5,855		21
22		5,936	304,451	60,498	108,801	15,601	22
23							23
24		101,855	2,358,639	166,497	870,901	51,011	24
25							25
26			59,954		54,153		26
27							27
28							28
29							29
30							30
31							31
32		0	59,954	0	54,153	0	32
33			1,154		193		33
34							34
35		0	1,154	0	193	0	35
36			721				36
37		296	38,688		38,821		37
38			44,205		7,149		38
39			34,006		5,500		39
40		(1,561)	6,801		1,100		40
41		(2,524)	281,361	379	112,466	84	41
42		(3,789)	405,782	379	165,036	84	42
43		215,387	5,230,714	320,427	1,932,293	157,230	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	344,630	77,326	1.23	1,409	122	1.23	346,039			0	77,448	1
2		8	944,984	318,330	4.19	30,764	10,363	4.19	975,748			0	328,693	2
3		9	1,755,965	294,288	2.48	25,104	4,233	2.48	1,781,069			0	298,521	3
4		11	1,117,973	369,538	2.75	14,154	4,679	2.75	1,132,127			0	374,217	4
5	Sub-Total		4,163,552	1,059,482		71,431	19,397		4,234,983			0	1,078,878	5
6	II	3	194,733	43,584	1.23				194,733			0	43,584	6
7		8	1,060,293	357,173	4.19				1,060,293			0	357,173	7
8		9	891,861	150,389	2.48				891,861			0	150,389	8
9		11	217,111	71,765	2.75				217,111			0	71,765	9
10	Sub-Total		2,363,998	622,911					2,363,998			0	622,911	10
11	III	3	0	N/A	N/A				0	N/A	N/A	0	N/A	11
12		8	0	N/A	N/A				0	N/A	N/A	0	N/A	12
13		9	0	N/A	N/A				0	N/A	N/A	0	N/A	13
14		11	0	N/A	N/A				0	N/A	N/A	0	N/A	14
15	Sub-Total		0	N/A	N/A				0	N/A	N/A	0	N/A	15
16	IV	3	87,945	19,683	1.23				87,945			0	19,683	16
17		8	338,150	113,910	4.19				338,150			0	113,910	17
18		9	487,608	82,223	2.48				487,608			0	82,223	18
19		11	27,202	8,991	2.75				27,202			0	8,991	19
20	Sub-Total		940,905	224,807					940,905			0	224,807	20
21	V	3												21
22		8												22
23		9												23
24		11												24
25	Sub-Total		0	0					0			0	0	25
26	GRAND TOTAL		7,468,455	1,907,200	N/A	71,431	19,397	N/A	7,539,886			7,539,886	1,926,597	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 (i) 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	1	1
2	*	Pick up and delivery, marine line haul							N/A	280	280	2
3	*	Loading and unloading and local marine				1,735	2,230			111,876	123,894	3
4	*	Protective services, total debits and credits			8,053					4,027	4,027	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits										6
7	*	Casualty and insurance			2,110	550				398	3,058	7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit								7,980	7,980	9
10	*	Other										10
11	*	TOTAL	0	0	10,163	2,285	2,230	0	0	124,562	139,240	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)

[illegible]

## 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	136,419	1
		U.S. Government Taxes		
2		Income Taxes:		
		Normal Tax & Surtax	(10,588)	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	(10,588)	4
5		Railroad Retirement	400,155	5
6		Hospital Insurance	27,676	6
7		Supplemental Annuities	14,742	7
8		Unemployment Insurance	9,761	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	441,746	10
11		Total Railway Taxes	578,165	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 restate 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.	3,081,504	147,803		3,229,307	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.	(98,276)	2,234		(96,042)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(132,523)	(34,626)		(167,149)	6
7	Reserve for separation pay	(97,197)	5,002		(92,195)	7
8	Pier sales	(1,227)	423		(804)	8
9	Other temporary differences	(27,130)	8,970		(18,160)	9
10					0	10
11					0	11
12	Federal Effect of State	(148,975)	(5,537)		(154,512)	12
13					0	13
14	State Deferred Income Taxes	425,644	14,461	1,359	441,464	14
15					0	15
16					0	16
17	Other Credits	(26,311)	(7,754)		(34,065)	17
18	Investment Tax Credit*				0	18
19	TOTALS	2,975,509	130,976	1,359	3,107,844	19

NOTE Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 3,249,825 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 141,981.

**450. ANALYSIS OF TAXES - Continued**  
(Dollars in thousands)

**\*Footnotes:**

1. If Flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit

\$ -0-

If deferral method for investment tax credit was elected:

- (1) Indicate amount of credit utilized as a reduction of tax liability for current year

\$ \_\_\_\_\_

- (2) Deduct amount of current year's credit applied to a reduction of tax liability but deferred for accounting purposes

\$ \_\_\_\_\_

- (3) Balance of current year's credit used to reduce current year's tax accrual

\$ \_\_\_\_\_

- (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual

\$ \_\_\_\_\_

- (5) Total decrease in current year's tax accrual resulting from use of investment tax credits

\$ \_\_\_\_\_

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made

\$ None

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

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Real Estate Sales		82,027	1
2		Royalty Revenue		1,549	2
3		Equity Earnings	10,823		3
4		Other- Each Less than 10% of Net Income	44,783		4
5		Total Account 519	55,606	83,576	5
6					6
7		Total Net Account 519		27,970	7
8					8
9	551	Fees on Sale of Accounts Receivable	77,967		9
10		Penalties and Fines	2,283		10
11		Cogeneration Expenses	5,218		11
12		Other- Each Less than 10% of Net Income		6,190	12
13		Total Account 551	85,468	6,190	13
14					14
15		Total Net Account 551	79,278		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	10,244 + Interest	Sole	5
6	Guarantor: CSXT	May 11, 2004			6
7					7
8					8
9	Sealand	Rolling Stock Lease Obligation	50,547	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				29
30	only, the interest and sinking fund payments.				30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

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

**502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS**

(Dollars in thousands)

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

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

NONE

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

(Dollars in thousands)

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

**I. Debt Outstanding at End of Year:**

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	0
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	169,869
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	104,831
4	766	Equipment Obligations	Sch. 200, L. 42	860,409
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	100,724
6	768	Debt in Default	Sch. 200, L. 44	0
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	7,188
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,620)
9		Total Debt	Sum L. 1-8	1,241,401
10		Debt Directly Related to Road Property	Note 1.	102,052
11		Debt Directly Related to Equipment	Note 1.	1,096,973
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	1,199,025
13		Percent Directly Related to Road	L. 10 ÷ L. 12 (2 decimals)	8.51%
14		Percent Directly Related to Equipment	L. 11 ÷ L. 12 (2 decimals)	91.49%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	42,376
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	105,658
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	1,135,743

**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	97,554
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	186
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	26
21		Total Interest (Note 3)	(L. 18 ÷ L. 19) - L. 20	97,714
22		Interest Directly Related to Road Property Debt	Note 4	4,558
23		Interest Directly Related to Equipment Debt	Note 4.	72,296
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 ÷ L. 23)	20,860
25		Interest On Road Property Debt (Note 5)	L. 22 ÷ (L. 24 x L. 13)	6,333
26		Interest On Equipment Debt (Note 5)	L. 23 ÷ (L. 24 x L. 14)	91,381
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	5.99%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	8.05%

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	237,315	41,932 P	1
2	CSX Corporation		Controlled	Interest Income	(30,136)	R	2
3	CSX Corporation		Controlled	Interest Expense	42	P	3
4	CSX Intermodal		Common	Operating Agreement - Exp. Credits	371,314	23,493 R	4
5	CSX Realty		Common	Interest Income	0	0 R	5
6	CSX Technology		Common	Management Fees	320,390	44,107 P	6
7	CSX Technology		Common	Interest Income	(1,819)	R	7
8	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	66,923	(42,406) P	8
9	CSX Insurance		Common	Interest Expense	5,736	267 P	9
10							10
11							11
12							12
13	Winston Salem Southbound		Direct	Management Fees	82	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 way switching tracks	Miles of yard switching tracks	TOTAL	Line No
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of running tracks*				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	1	100%	15,453	2,398	52	2,104	1,339	4,797	26,143	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										7
8	TOTAL CLASS 1		15,556	2,472	52	2,173	1,369	4,962	26,584	8
9										9
10										10
11	2	100%	180	2	0	9	31	34	256	11
12	2	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		425	2	0	18	67	58	570	15
16										16
17										17
18	3A	100%	3,114	1,043	34	300	416	949	5,856	18
19	3AJ	1/2	0	0	0	0	0	1	1	19
20	3B	100%	380	65	1	57	40	164	707	20
21	3BJ	1/3	0	3	0	0	0	0	3	21
22	3A	Quebec	17	0	0	0	0	0	17	
23	3B	Quebec	13	0	0	0	4	0	17	22
24	TOTAL CLASS 3		3,524	1,111	35	357	460	1,114	6,601	23
25										24
26										25
27	4A	100%	0	0	0	0	1	0	1	26
28	4B	100%	124	22	0	10	73	19	248	27
29	4BJ	1/2	7	0	0	0	0	0	7	28
30	TOTAL CLASS 4		131	22	0	10	74	19	256	29
31										30
32										31
33	5	100%	3,643	1,200	623	302	176	534	6,478	32
34	5J	1/3	0	0	0	1	0	0	1	33
35	5J	1/2	2	0	0	0	0	0	2	34
36	5	Ontario	10	1	0	4	1	6	22	35
37	5	Quebec	6	0	0	0	0	0	6	36
38	TOTAL CLASS 5		3,661	1,201	623	307	177	540	6,509	37
39										38
40										39
41										40
42										41
43										42
44										43
45										44
46										45
47										46
48										47
49										48
50										49
51										50
52										51
53										52
54										53
55										54
56										55
57										56
58										57
59	GRAND TOTAL		23,297	4,808	710	2,865	2,147	6,693	40,520	58
60	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 No.
			Line Owned (b)	Line of Proprietary Companies (c)	Line Operated Under Lease (d)	Line Operated Under Contract, etc. (e)	Line Operated Under Trackage Rights (f)	Total Mileage Operated (g)	Line Owned, Not Operated By Respondent (h)	New Line Constructed During Year (i)			
1		Alabama	1,133					110	1,243	44		1	
2		Connecticut	0		7			62	69			2	
3		District of Columbia	12		8			2	22			3	
4		Delaware	23					20	43			4	
5		Florida	1,616			83		47	1,746	22		5	
6		Georgia	1,483		118			75	1,676	131		6	
7		Illinois	491	35	304			219	1,049	8		7	
8		Indiana	968	120	552			277	1,917	12		8	
9		Kentucky	1,744	64	1	10		53	1,872	8		9	
10		Louisiana	35					8	43			10	
11		Massachusetts	0		300			148	448			11	
12		Maryland	392	16	71			86	565			12	
13		Michigan	667					171	838	6		13	
14		Mississippi	74					20	94			14	
15		Missouri	0					13	13			15	
16		New Jersey	0		64			584	648	2		16	
17		New York	0		1,066			267	1,333	12		17	
18		North Carolina	1,080			7		52	1,139			18	
19		Ohio	1,028		779	12		465	2,284	37		19	
20		Pennsylvania	420	49	137	5		532	1,143	63		20	
21		South Carolina	1,239		46			17	1,302	12		21	
22		Tennessee	891		16			160	1,067	58		22	
23		Virginia	956	30	9			55	1,050			23	
24		West Virginia	1,304	20	16	14		202	1,556	92		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)	15,556	425	3,524	131		3,661	23,287	507		35	

## INSTRUCTIONS CONCERNING RETURNING TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

## 9. Cross-checks

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

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

When data appear in columns (k) or (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 properly accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
1		Locomotive Units	3,075	50			27	50	2,325	777	3,102	11,030,490	29	1
2		Diesel-freight units					2			2	2	6,000		2
3		Diesel-passenger units	54						25	29	54	81,000		3
4		Diesel-multi purpose units	210					8	177	25	202	384,700	28	4
5	*	Diesel-switching units	3,339	50			29	58	2,527	833	3,360	11,496,190	57	5
6	*	Total (lines 1 to 4) units												6
7	*	Electric-locomotives												7
8	*	Other self-powered units												8
9	*	Total (lines 5, 6 & 7) units	3,339	50			29	58	2,527	833	3,360	11,496,190	57	9
10	*	Auxiliary units	194					2	181	11	192	N/A		10
		TOTAL LOCOMOTIVE UNITS (lines 8 & 9)	3,533	50	0	0	29	60	2,708	844	3,552 *	N/A	57	10

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

Distribution of Locomotive Units in Service of Year Ending at Close of Year According to Term of Lease, Characteristics, Term of Recording															
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1980 (b)	Between Jan. 1, 1980 and Dec. 31, 1984 (c)	Between Jan. 1, 1985 and Dec. 31, 1989 (d)	Between Jan. 1, 1990 and Dec. 31, 1994 (e)	Between Jan. 1, 1995 and Dec. 31, 1999 (f)	During Calendar Year						Total (l)	Line No.
								2000 (g)	2001 (h)	2002 (i)	2003 (j)	2004 (k)			
11	*	Diesel	1,288	456	381	543	602	40	50	0				3,380	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	Total (lines 11 to 13)	1,288	456	381	543	602	40	50	0	0	0	0	3,380	14
15	*	Auxiliary units	11	1	110	50	20							192	15
16	*	Total Locomotive Units (lines 14 & 15)	1,299	457	491	593	622	40	50	0	0	0	0	3,552 *	16

\* Excludes short-term leases.

\* Excludes short-term leases.

**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)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt (e)	All other units including reclassification & second hand units purchased or leased from others (f)							
		PASSENGER-TRAIN CARS												
17		Non-Self-Propelled Coaches (PA, PB, PBO)												17
18		Combined cars												18
19		[All class C, except CSB]												19
20		Parlor cars (PBC, PC, PL, PO)												20
21		Sleeping cars (PS,PT,PAS,PDS)	0							0				21
		Dining, grill & tavern cars												
		[All class D, PD]									N/A			21
22		Non-passenger-carrying cars												
		[All class B, CSB,M,PSA,IA]									N/A			22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0				23
24		Self-Propelled Electric passenger cars (EP, ET)	0											24
25		Electric combined cars (EC)	0							0				25
26		Internal combustion rail motorcars (ED, EG)	0											
27		Other self-propelled cars (Specify types)	0											26
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0				27
29		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0				28
30		COMPANY SERVICE CARS												29
		Business cars (PV)	28				5	2	5	31	N/A			30
31		Board outfit cars (MWX)	67					15	18	52	N/A			31
32		Derrick & snow removal cars (MMU,MMV,MMW,MWK)	79											
33		Dump and ballast cars (MMB, MWD)	1,610				390	560	465	79	N/A			32
34		Other maintenance and service equipment cars	4,955		0	0				1,440	N/A			33
35		TOTAL (lines 30 to 34)	6,739	0	0	0	395	957	1,853	4,575	N/A			34
														35

## 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100 - B287)	0						36
37		Plain box cars - 50' and longer (B300 - B887)	20					3	37
38		Equipped box cars (All code A) Except A_5_	18,581					617	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	7,852						39
40		Equipped gondola cars (All code E)	28,747					14	40
41		Covered hopper cars (All code C_1_C_2_)	20,116					38	41
42		Open top hopper cars-general service (All code H)	17,946						42
43		Open top hopper cars-special service (All codes K,J-0)	8,446					56	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_	1,374						45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	341						46
47		Flat cars - multi-level (All code V)	13,941					1	47
48		Flat cars-general service F10_, F20_, F30_	66						48
49		Flat cars-other F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_7_, F_8_, F40_	5,185					536	49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	5						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_	927						52
53		TOTAL (lines 36 to 52)	123,547		0	0	0	1,265	53
54		Caboose (All code M-930)	N/A						54
55		TOTAL (lines 53 & 54)	123,547	0	0	0	0	1,265	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 (k) & (l))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36									36
37		10	13	0	13		867		37
38		1,615	10,303	7,280	17,583		1,261,095		38
39		185	3,722	3,945	7,667		841,869		39
40		3,854	12,132	12,775	24,907		2,395,539		40
41		2,031	11,186	6,937	18,123		1,758,378		41
42		1,167	5,741	11,038	16,779		1,679,825		42
43		115	6,877	1,510	8,387		758,450		43
44									44
45		140	2	1,232	1,234		84,272		45
46		43	260	38	298		71,222		46
47		38	1	13,903	13,904		497,345		47
48		46		20	20		1,417		48
49			703	5,018	5,721		461,085		49
50		1		4	4		400		50
51									51
52		118	808	1	809		56,979		52
53		9,363	51,748	63,701	115,449	0	9,868,743	0	53
54		18	219	69	N/A		N/A		54
55		9,381	51,967	63,770	115,449	0	9,868,743	0	55

## 710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED TO OTHERS									
Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 & 57)	N/A						58
59		HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1_ Z67_ , Z68_ Z69_	4,217						59
60		Dry van U2_ Z2_ Z6_ 1-6	8,695					1,078	60
61		Flat bed U3_ Z3_							61
62		Open top U4_ Z4_						3	62
63		Mechanical refrigerator U5_ Z5_	201						63
64		Bulk U0_ & Z0_	91						64
65		Insulated U7_ , Z7_	1,152						65
66		Tank (1) Z0_ , U6_						1	66
67		Other trailer and container (Special Equipped Dry Van U9_ Z8_ & Z9_ )	1,345					191	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	15,701					1,273	70

## NOTES AND REMARKS

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

## 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59		149	181	3,887	4,068				59
60		849	1,463	7,461	8,924				60
61									61
62				3	3				62
63		7	183	11	194				63
64			91		91				64
65		11	846	295	1,141				65
66				1	1				66
67			43	1,493	1,536				67
68									68
69									69
70		1,016	2,807	13,151	15,958				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	AC4400 LOCOMOTIVES	50	10,800	80,913	P	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	TOTAL	50	N/A	80,913	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	50	N/A	80,913	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	12,080	39.72	49.28	47.2	1
2	B	6,987	12.12	40.68	37.1	2
3	C	3,083	2.91	31.35	13.5	3
4	D	3,738	0.14	17.72	9.5	4
5	E	8,123	XXXXXXX	XXXXXXX		5
6	TOTAL	34,011	23.48	41.13	107.3	6
7	F	0	XXXXXXX	XXXXXXX		7
8	Potential abandonments					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 (i), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply storage and seasoning yards, and in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of cross-ties laid in replacement										Total (i)	Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No.
		New ties			Second-hand ties									Percent of spot maintenance (k)		
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)								
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)									
1	A	1,865,615		76,198		2,090			1,943,903	1,927,410	0.03	*	1			
2	B	617,276				5,374			622,650	894,110	0.05	*	2			
3	C	175,363				12,410			187,773	366,474	0.17	*	3			
4	D	104,642				10,100			114,742	732,947	0.65	*	4			
5	E	215,487				15,038			230,525	1,465,895	0.33	*	5			
6	TOTAL	2,978,383		76,198		45,012			3,099,593	5,386,836	0.20	*	6			
7	Potential abandonments												7			
8									0				8			

\* Estimate

9 Average cost per cross-tie \$ 43.50 and switch-tie (MBM) \$ 3,002.00

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

Give particulars of ties laid during the year in new construction during the year  
In column (a) classify the ties as follows  
U - Wooden ties untreated when applied.  
T - Wooden ties treated before application  
S - Ties other than wooden (steel, concrete, etc.) Indicate type in column (h)  
Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.  
In columns (d) and (g) show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading and treatment, should not be included in this schedule

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	155,034	23.58	3,656	325,571	602	196	NEW	1
2	T	1,113	7.60	8				RELAY	2
3	S	3,723	62.22	232				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	159,870	24.37	3,896	325,571	602	196		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					41.46			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					11.83			22

### 723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail				Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	501.43		23.26		524.69	0.00	0.81 *	1		
2	B	189.00		41.02		230.02	0.00	3.09 *	2		
3	C	9.90		0.76		10.66	0.00	60.50 *	3		
4	D	0.82		3.71		4.53	0.00	79.80 *	4		
5	E	3.11		47.12		50.23	0.00	72.50 *	5		
6	TOTAL	704.26		115.86		820.12	0.00	11.10 *	6		
7	F					0.00	0.00		7		
8	Potential abandonments					0.00	0.00	* estimate	8		

9 Average cost of new and relay rail laid in replacement per gross ton · \$      New, \$      Relay



**724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS**

(Dollars in thousands)

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

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

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

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

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc during year (d)	Average cost per ton (2,000 lb ) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb ) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb ) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb ) (g)				
1	2	100	1	0	839	100	1	1	839	1	
2	2	115	8,626	2,184	253	115	49	13	253	2	
3	2	122	6,884	1,756	255	122	106	27	255	3	
4	2	132	5,198	2,342	451	132	440	198	451	4	
5	2	133	20	9	435	133	0	0	0	5	
6	2	136	51,300	14,000	273	136	247	68	273	6	
7	2	140	617	116	188	140	617	116	166	7	
8	2	141	44,332	17,033	384	140	3,626	1,393	384	8	
9	4	75	1	0	0	75	1	1	110	9	
10	4	80	3	0	104	80	0	0	0	10	
11	4	85	3	0	103	85	10	1	103	11	
12	4	90	3	0	110	90	3	0	110	12	
13	4	100	535	28	51	100	1,166	60	51	13	
14	4	105	20	2	110	105	69	8	110	14	
15	4	110	3	0	94	110	10	1	94	15	
16	4	112	512	29	56	112	20	1	56	16	
17	4	115	2,382	138	58	115	654	38	56	17	
18	4	119	22	1	40	119	1	0	40	18	
19	4	122	1,373	33	24	122	36	1	24	19	
20	4	127	0	0	0	127	18	2	101	20	
21	4	130	86	3	31	130	70	2	31	21	
22	4	131	1,265	48	38	131	395	15	38	22	
23	4	132	17,373	1,095	63	132	4,276	269	63	23	
24	4	133	3,547	39	15	133	39	3	15		
25	4	136	3,547	199	56	136	54	3	56	24	
26	4	140	1,179	76	65	140	14	1	65	25	
27										26	
28										27	
29										28	
30										29	
31										30	
32										31	
33										32	
34										33	
35										34	
36										35	
37	Total	N/A	148,832	39,131	269	N/A	11,922	2,222	187	36	
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								41.46	37	
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.								11.83	38	
40	Track-miles of welded rail installed on system this year				1,044	total to date				25,317	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	24.99			1
2	80	46.43			2
3	85	68.54			3
4	90	226.79			4
5	100	1,187.81			5
6	105	251.45			6
7	110	94.32			7
8	112	882.47			8
9	115	2,808.59			9
10	122	2,899.76			10
11	130	773.84			11
12	131	1,614.83			12
13	132	6,667.36			13
14	133	209.86			14
15	136	3,431.76			15
16	140	1,982.89			16
17	155	47.40			17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	23,219.09			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	1,943,903	1,927,410	5.3	2.3 *	524.69	2.17	557,600	4,634	38.4	1
2	B	622,650	894,110	3.1	1.4 *	230.02	1.65	205,800	1,710	24.5	2
3	C	187,773	366,474	2.1	1.0 *	10.65	0.17	50,800	423	13.7	3
4	D	114,742	732,947	1.1	3.3 *	4.53	0.06	103,400	462	12.3	4
5	E	230,525	1,465,895	1.1	1.7 *	50.23	0.31	21,000	574	7.1	5
6	TOTAL	3,099,593	5,386,836	3.2	1.6 *	820.12	1.21	938,600	7,803	22.9	6
7	F										7
8	Potential abandonments										8

\* Estimate

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		453,367,219	1
2	Passenger			2
3	Yard switching		49,535,964	3
4	TOTAL		502,903,183	4
5	COST OF FUEL \$(000)		454,715	5
6	Work Train		1,285	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 1 c 1 shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.
- (M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.
- (O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for Railway Commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives which engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four. Two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents' lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc., when a tariff provision requires the shipper-motor carrier, etc., and not the railroad to perform that service. Note: the count should reflect the trailer/containers for which expenses are reported in Schedule 417 Line 2 Column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from manne 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)	23,297	XXXXXX	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	22,787,733	XXXXXX	2
3		2-02 Way Trains	12,689,523	XXXXXX	3
4		2-03 Through Trains	63,427,836	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	98,905,091	XXXXXX	5
6		2-05 Motorcars (C)		XXXXXX	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	98,905,091	XXXXXX	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	43,677,296	XXXXXX	8
9		3-02 Way Trains	18,590,286	XXXXXX	9
10		3-03 Through Trains	167,216,316	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	219,483,898	XXXXXX	11
12		3-11 Train Switching (F)	96,130	XXXXXX	12
13		3-21 Yard Switching (G)	16,340,886	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	236,919,912	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	8,737	XXXXXX	16
17		4-012 Box-Equipped	272,309	XXXXXX	17
18		4-013 Gondola-Plain	127,563	XXXXXX	18
19		4-014 Gondola-Equipped	204,948	XXXXXX	19
20		4-015 Hopper-Covered	192,529	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	191,635	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	53,010	XXXXXX	22
23		4-018 Refrigerator-Mechanical	17,081	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	37,521	XXXXXX	24
25		4-020 Flat-TOFC/COFC	166,896	XXXXXX	25
26		4-021 Flat-Multi-Level	31,279	XXXXXX	26
27		4-022 Flat-General Service	533	XXXXXX	27
28		4-023 Flat-All Other	38,162	XXXXXX	28
29		4-024 All Other Car Types-Total	5,542	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,337,734	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	8,133	XXXXXX	32
33		4-112 Box-Equipped	256,289	XXXXXX	33
34		4-113 Gondola-Plain	127,216	XXXXXX	34
35		4-114 Gondola Equipped	202,885	XXXXXX	35
36		4-115 Hopper-Covered	195,965	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	190,952	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	60,189	XXXXXX	38
39		4-118 Refrigerator-Mechanical	15,219	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	34,767	XXXXXX	40
41		4-120 Flat-TOFC/COFC	26,890	XXXXXX	41
42		4-121 Flat-Multi-level	18,080	XXXXXX	42
43		4-122 Flat-General Service	482	XXXXXX	43
44		4-123 Flat-All Other	37,192	XXXXXX	44
45		4-124 All Other Car Types	5,401	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	1,179,620	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	33,596	XXXXXX	48
49		4-132 Box-Equipped	2,636	XXXXXX	49
50		4-133 Gondola-Plain	96,636	XXXXXX	50
51		4-134 Gondola-Equipped	9,944	XXXXXX	51
52		4-135 Hopper-Covered	319,377	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	75,573	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	152,422	XXXXXX	54
55		4-138 Refrigerator-Mechanical	11,780	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	9,422	XXXXXX	56
57		4-140 Flat-TOFC/COFC	321,774	XXXXXX	57
58		4-141 Flat-Multi-level	277,682	XXXXXX	58
59		4-142 Flat-General Service	98	XXXXXX	59
60		4-143 Flat-All Other	51,098	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	153,883	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	118,961	XXXXXX	62
63		4-146 All Other Car Types	6,408	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,641,190	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	20,748	XXXXXX	66
67		4-152 Box-Equipped	2,223	XXXXXX	67
68		4-153 Gondola-Plain	87,513	XXXXXX	68
69		4-154 Gondola-Equipped	8,427	XXXXXX	69
70		4-155 Hopper-Covered	210,865	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	71,191	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	153,600	XXXXXX	72
73		4-158 Refrigerator-Mechanical	11,360	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	6,621	XXXXXX	74
75		4-160 Flat-TOFC/COFC	37,472	XXXXXX	75
76		4-161 Flat-Multi-level	140,803	XXXXXX	76
77		4-162 Flat-General Service	162	XXXXXX	77
78		4-163 Flat-All Other	48,646	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	108,190	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	86,430	XXXXXX	80
81		4-166 All Other Car Types	3,560	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	1,008,901	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	22,129	XXXXXX	83
84		4-18 No Payment Car-Miles (I)1	417,743	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)		XXXXXX	
85		4-191 Unit-Trains	1,821,298	XXXXXX	85
86		4-192 Way-Trains	282,360	XXXXXX	86
87		4-193 Through Trains	3,503,658	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	5,607,316	XXXXXX	88
89		4-20 Caboose Miles	1,203	XXXXXX	89

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

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



## 755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	38,653,707		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
98		6-020 Unit Trains	145,040,238	XXXXXX	98
100		6-021 Way Trains	18,484,542	XXXXXX	100
101		6-022 Through Trains	289,528,872	XXXXXX	101
102		6-03 Passenger-Trains, Crs., Cnts., and Caboose			102
103		6-04 Non-Revenue	2,335,102	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	492,052,261		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	452,531	XXXXXX	105
106		7-02 Non-Revenue	1,693	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	454,224	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	206,044,165	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	206,044,165	XXXXXX	110
111		8-04 Non-Revenue-Road Service	529,097	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	529,097	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	206,573,262	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	5,091,865	XXXXXX	115
116		9-02 Train Switching	6,436	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,723,481	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	367,083	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	4,252	XXXXXX	120
121		12-02 Way Trains	8,978,920	XXXXXX	121
122		12-03 Through Trains	6,384,986	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trls & Cntns Lded & Unlde (Q)		XXXXXX	123
124		14. Multi-level Cars-No. of Motor Vehicles Lded & Unlde	4,327,333	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered		XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	8,974,755	XXXXXX	126
127		16-02 Marine Terminals-Ore	2,163,943	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	11,138,698	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	27,020	XXXXXX	130
131		17-02 Unserviceable	92	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	27,112	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 29, 2000 to and including DECEMBER 28, 2001

F. J. Favorite  
(signature of affiant)

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

27 day of March, 2002 My commission expires June 22, 2002

Use an  
L S  
impression seal



Sandra M McIntyre  
My Commission CC742  
Expires June 22, 2002

Sandra M. McIntyre  
(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

M. J. Ward makes oath and says that he is PRESIDENT  
(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 29, 2000 to and including DECEMBER 28, 2001.

M. J. Ward  
(signature of affiant)

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

27 day of March, 2002 My commission expires June 22, 2002

Use an  
L S  
impression seal



Sandra M McIntyre  
My Commission CC742-68  
Expires June 22, 2002

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

## 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 29, 2000 to and including DECEMBER 28, 2001

F. J. Favorite  
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 27 day of March, 2002. My commission expires June 22, 2002  
 Use an L S impression seal  Sandra M McIntyre  
 My Commission CC742488  
 Expires June 22, 2002  
Sandra M. McIntyre  
 (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  
M. J. Ward makes oath and says that he is PRESIDENT  
 (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 29, 2000, to and including DECEMBER 28, 2001

M. J. Ward  
 (signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this 27 day of March, 2002. My commission expires June 22, 2002  
 Use an L S impression seal  Sandra M McIntyre  
 My Commission CC742488  
 Expires June 22, 2002  
Sandra M. McIntyre  
 (signature of officer authorized to administer oaths)

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

[illegible]

## CORRECTIONS

[illegible]

### EXPLANATORY REMARKS

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