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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 27, 2002

NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St. N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.
6. Except where the context 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 contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

**ANNUAL REPORT
OF**

CSX TRANSPORTATION, INC.

To The

SURFACE TRANSPORTATION BOARD

For The

YEAR ENDED DECEMBER 27, 2002

RECEIVED
SURFACE TRANSPORTATION
BOARD
2003 APR -1 A 12:25
OFFICE OF ECONOMICS
DIRECTOR'S OFFICE

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

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

(Telephone number) 904 633-1896
(area code) (telephone number)

(Office address) 301 West Bay Street, Jacksonville, Florida 32202
(street and number, city, state, and zip code)

TABLE OF CONTENTS

	Schedule No.	Page
Schedules Omitted by Respondent	A	1
Identity of Respondent	B	2
Voting Powers and Elections	C	3
Comparative Statement of Financial Position	200	5
Results of Operations	210	16
Retained Earnings-Unappropriated	220	19
Capital Stock	230	20
Statement of Cash Flows	240	21
Working Capital Information	245	23
Investments and Advances - Affiliated Companies	310	26
Investments in Common Stock of affiliated Companies	310A	30
Road Property and Equipment and Improvements to Leased Property and Equipment	330	32
Depreciation Base and Rates-Road and Equipment Owned and Used and Leased from Others	332	34
Accumulated Depreciation-Road and Equipment Owned and Used	335	35
Accrued Liability-Leased Property	339	36
Depreciation Base and Rates-Improvements to Road and Equipment Leased from Others	340	37
Accumulated Depreciation-Improvements to Road and Equipment Leased from Others	342	38
Depreciation Base and Rates-Road and Equipment Leased to Others	350	40
Accumulated Depreciation-Road and Equipment Leased to Others	351	41
Investments in Railroad Property Used in Transportation Service (By Company)	352A	42
Investment in Railway Property Used in Transportation Service (By Property Accounts)	352B	43
Railway Operating Expenses	410	45
Way and Structures	412	52
Rents for Interchanged Freight Train Cars and Other Freight Carrying Equipment	414	53
Supporting Schedule-Equipment	415	56
Supporting Schedule-Road	416	58
Specialized Service Subschedule-Transportation	417	60
Supporting Schedule-Capital Leases	418	61
Analysis of Taxes	450	63
Items in Selected Income and Retained Earnings Accounts for the Year	460	65
Guaranties and Suretyships	501	66
Compensating Balances and Short-Term Borrowing Arrangements	502	67
Separation of Debtholdings Between Road Property and Equipment	510	69
Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided	512	72
Mileage Operated at Close of Year	700	74
Miles of Road at Close of Year-by States and Territories (Single Track)	702	75
Inventory of Equipment	710	78
Unit Cost of Equipment Installed During the Year	710S	84
Track and Traffic Conditions	720	85
Ties Laid in Replacement_	721	86
Ties Laid in Additional Tracks and in New Lines and Extensions	722	87
Rails Laid in Replacement	723	88
Rails Laid in Additional Tracks and in New Lines and Extensions	724	89
Weight of Rail_	725	90
Summary of Track Replacements	726	91
Consumption of Fuel by Motive-Power Units	750	91
Railroad Operating Statistics	755	94
Verification		98
Memoranda		99
Index		100

SPECIAL NOTICE

Docket No. 38559 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class, II, III and 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 Board.

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 Office of the Secretary, Surface Transportation Board.

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.
 Broton 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
 CSX Transportation (UK) Limited
 CWT Savannah Holdings, LLC
 CWT Savannah Hotel, LLC
 CWT Savannah Club, LLC
 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, LLC
 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
 Independent Rail Services, Inc.
 The Indiana Rail Road Company
 James Center Development Company
 James Center Development Company-Richmond
 Lakeland City Center, Inc.
 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
 Seaboard Coast Line Railway Supplies, Inc.
 Staten Island - Arlington, Inc.
 The Staten Island Railroad Corporation
 Terminal Realty Baltimore Co.
 Terminal Realty Baltimore Second Co.
 The Three Rivers Railway Company
 The Toledo Ore Railroad Company
 Transkentucky Transportation Railroad, Inc.
 Tylerdale Connecting Railroad Company
 Unified Services, Inc.
 Westfork Properties, LLC

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 the exact name of the respondent in full. 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 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, also give date when 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 and of appointment of receivers or trustees.

Virginia

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

The Western Railway of Alabama was merged into CSXT at year end 2002

STOCKHOLDERS' REPORTS

- 5 The respondent is required to send to the Office of Economic and Environmental Analysis, 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 yes, 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 relationship between holdings and corresponding voting rights, indicating 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 yes, 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 27, 2002
- 8 State the total number of stockholders of record as of the date shown in answer to inquiry No 7 One stockholder
- 9 Give the names of the 30 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 or her address, the number of votes he or she 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 or she was entitled, with respect to securities held by him or her, 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 30 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 30 security holders as of the close of the year.

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

C. VOTING POWERS AND ELECTIONS - Continued

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

11. Give the date of such meeting: _____ by unanimous written consent March 12, 2002

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	0	26,991	2
3		703	Special Deposits	21	220,021	3
4		704	Accounts Receivable			
			- Loan and Notes	289	62,238	4
5		705	- Interline and Other Balances	16,741	33,382	5
6		706	- Customers	8,282	29,421	6
7		707	- Other	156,963	149,134	7
8		709, 708	- Accrued Accounts Receivables	53,733	110,000	8
9		708 5	- Receivables from Affiliated Companies	3,667	4,730	9
10		709 5	- Less Allowance for Uncollectible Accounts	(5,281)	(38,005)	10
11		710, 711, 714	Working Funds, Prepayments & Deferred Income Tax Debits	113,819	148,116	11
12		712	Materials and Supplies	170,524	181,385	12
13		713	Other Current Assets	14,625	25,324	13
14			TOTAL CURRENT ASSETS	533,383	952,737	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)	217,024	198,157	16
17		722, 723	Other Investments and Advances	6,323	12,706	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) \$	134,631	136,977	19
20		739, 741	Other Assets	541,393	538,899	20
21		743	Other Deferred Debits	79,823	15,751	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	979,237	902,533	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col h & b	11,395,965	10,887,608	24
25		731, 732	Equipment (Schedule 330) L-39 Col h & b	5,643,983	5,477,006	25
26		731, 732	Unallocated Items	171,916	134,859	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,722,673)	(4,419,645)	27
28			NET ROAD AND EQUIPMENT	12,489,191	12,079,828	28
29			TOTAL ASSETS	14,001,811	13,935,098	29

NOTES AND REMARKS

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

Line No	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable Interline and Other Balances	31,670	40,967	31
32		753	Audited Accounts and Wages	89,481	87,671	32
33		754	Other Accounts Payable	70,576	97,540	33
34		755, 756	Interest and Dividends Payable	16,802	17,456	34
35		757	Payables to Affiliated Companies	1,503,286	1,321,018	35
36		759	Accrued Accounts Payable	872,188	935,741	36
37		760, 761, 761 5, 762	Taxes Accrued	120,488	138,017	37
38		763	Other Current Liabilities	132,125	221,280	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	212,921	169,869	39
40			TOTAL CURRENT LIABILITIES	3,049,537	3,029,559	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	49,954	104,831	41
42		766	Equipment Obligations	764,494	828,355	42
43		766 5	Capitalized Lease Obligations	59,306	100,724	43
44		768	Debt in Default			44
45		769	Accounts Payable Affiliated Companies	7,281	7,188	45
46		770 1, 770 2	Unamortized Debt Premium	(1,463)	(1,620)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	3,424,222	3,249,825	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,039,172	1,102,962	50
51			TOTAL NONCURRENT LIABILITIES	5,342,966	5,392,265	51
Shareholder's Equity						
52		791, 792	Total Capital Stock (Schedule 230) (L-10 Col g, L-17 Col e)	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) (L-17 Col h)	1,379,812	1,379,812	56
57		797	Retained Earnings Appropriated			57
58		798	Unappropriated (Schedule 220) (L-17 Col b)	4,048,275	3,952,241	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	5,609,308	5,513,274	61
62			TOTAL LIABILITIES & SHAREHOLDER'S EQUITY	14,001,811	13,935,098	62

NOTES AND REMARKS

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

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none", and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting 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 funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$ 73

 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 15-C)

 - (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 insuring 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 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 27, 2002 and December 28, 2001.

Respondent and its subsidiaries are contingently liable individually and jointly with others principally as guarantors of long-term debt and obligations, primarily related to leased equipment, joint ventures and joint facilities. These contingent obligations are immaterial to the company's results of operations and financial position at December 27, 2002.

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

- (a) Changes in Valuation Accounts.

8. Marketable Equity Securities.

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

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

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

- (c) A net unrealized gain (loss) of \$ - on the sale of marketable securities was included in net income for ____ (year). The cost of securities 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 the largest rail network in the Eastern United States, providing rail freight transportation over a network of more than 23,000 route miles in 23 states, the District of Columbia and two Canadian provinces. Respondent is a wholly-owned subsidiary of CSX Corporation ("CSX").

Rail shipments include merchandise, automotive products, and coal, coke and iron ore. Shipments as a percent of rail revenue are as follows:

	Fiscal Years Ended	
	2002	2001
Merchandise	58%	57%
Automotive	14%	13%
Coal, Coke and Iron Ore	27%	29%
Other	1%	1%
Total	100%	100%

Merchandise traffic includes the following markets:

Phosphates and Fertilizer	Metals
Food and Consumer	Agricultural
Paper and Forest	Chemicals
Minerals	Emerging Markets

Coal shipments originate mainly from mining locations in the Eastern United States and primarily supply domestic utility and export markets

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 cost (if less than 20% owned and the Respondent has no significant influence) or equity (if the Respondent has significant influence).

200. COMPARATIVE FINANCIAL STATEMENTS EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 1. SIGNIFICANT ACCOUNTING POLICIES, Continued

Fiscal Year

Respondent follows a 52/53 week fiscal reporting calendar. Fiscal years 2002 and 2001 consisted of 52 weeks. A 52-week fiscal year has four 13-week quarters. A 53-week year occurs periodically, with the next one occurring in 2004. Fiscal years 2002 and 2001 ended on:

- December 27, 2002
- December 28, 2001

Cash, Cash Equivalents and Short-term Investments

Respondent participates in the CSX cash management plan, under which excess cash is advanced to CSX for investment. CSX then makes cash available to the Respondent as needed. Cash, cash equivalents and short-term investments consists of cash in banks and highly liquid investments having an original maturity of three months or less at the date of acquisition. At December 28, 2001, this included \$220 million of deposits relating to the New Orleans litigation settlement that was paid in 2002.

Materials and Supplies

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

Properties

All properties are stated at cost, less an allowance for accumulated depreciation. Rail assets, including main-line track, locomotives and freight cars are depreciated using the group-life method. This method pools similar assets by road and equipment type and then depreciates each group as a whole. The majority of the Respondent's total property is accounted for under the group-life method. Other property is depreciated using the straight-line method on a per asset basis. Regulations enforced by the Surface Transportation Board ("STB") of the United States 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. Road assets, including main-line track, have estimated service lives ranging from 7 to 81 years. Equipment assets, including locomotives and freight cars, have estimated service lives ranging from 5 to 28 years.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 1. SIGNIFICANT ACCOUNTING POLICIES, Continued

Properties, Continued

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 non-rail depreciable assets, infrequent disposal of rail assets outside the normal course of business and for all dispositions of land, the resulting 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 a group of assets. Where impairment is indicated, the 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, which includes switching, demurrage and incidental service charges, as well as interline switching settlements, is recognized when the service is performed.

Environmental Costs

The Respondent incurs costs for environmental corrective efforts, such as the study and clean-up of environmental contamination. 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 for environmental corrective efforts are recorded when Respondent's responsibility is (1) deemed probable, and (2) the amount can be reasonably estimated. Generally, the timing of these accruals coincides with the completion of a feasibility study or the Respondent's commitment to a formal plan of action. Environmental reserves at December 27, 2002 and December 28, 2001 were \$35 million and \$32 million, respectively.

200 COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 1. SIGNIFICANT ACCOUNTING POLICIES, Continued

Casualty Reserves

Casualty reserves represent accruals for the uninsured portion of personal injury, occupational injury (asbestos, carpal tunnel, etc.) and accident claims. These reserves are recorded upon the first reporting of a claim, and estimates are updated as information develops. The amount of liability accrued is based on the type and severity of the claim and an estimate of future claims development based on current trends and historical data. The Respondent 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. Personal injury, occupational injury and accident liabilities amount to \$395 million and \$435 million at December 27, 2002 and December 28, 2001, respectively.

Common Stock and Other Capital

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

New Accounting Pronouncements

In 2002, Statement of Financial Accounting Standards (SFAS) No. 143, "Accounting for Asset Retirement Obligations," was issued. This statement addresses financial accounting and reporting for legal obligations associated with the retirement of tangible long-lived assets and the associated asset retirement costs. The Respondent is required to adopt this statement for fiscal year 2003. Under the group-life method, the Respondent accrues removal costs as part of its depreciation expense. This effectively results in establishing a liability in accumulated depreciation in excess of any salvage value for cross ties. The Respondent is assessing the effect of adopting this statement and expects that it will record a cumulative effect of accounting change to remove any such liability accrued to date in the first quarter of 2003. On an ongoing basis, depreciation expense will be reduced, while material supplies and other expenses will be increased. The change in operating income is expected to be immaterial.

Prior-Year Data

Certain prior-year data has been reclassified to conform to the 2002 presentation.

200 COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 1. SIGNIFICANT ACCOUNTING POLICIES, Continued

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 assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of certain revenues and expenses during the reporting period. Actual results may differ from those estimates. Significant estimates using management judgment are made for the following areas:

1. Casualty, legal and environmental reserves
2. Depreciation policies for its assets under the group-life method
3. Pension and postretirement medical plan accounting

NOTE 2. INTEGRATED RAIL OPERATIONS WITH CONRAIL

Background

CSX and Norfolk Southern Corporation (“Norfolk Southern”) completed the 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 throughout 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 operate over allocated portions of the Conrail lines.

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. 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 (“Shared Asset 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.

Accounting and Financial Reporting Effects

Respondent’s operating revenue includes revenue from traffic previously moving on Conrail. Operating expenses include costs incurred to handle that traffic and operate the former Conrail lines. These costs include:

1. Right-of-way usage fees and equipment rental payments to Conrail
2. Transportation, switching and terminal service charges provided by Conrail in the Shared Asset Areas that Conrail operates for the joint benefit of Respondent and Norfolk Southern Railway

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 2. INTEGRATED RAIL OPERATIONS WITH CONRAIL, Continued

Conrail related operating expenses are as follows:

(millions of dollars)	Fiscal Years Ended	
	2002	2001
Conrail Related Operating Expenses	\$ 346	\$ 353

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, CSXT and Norfolk Southern Railway assumed various obligations related to these actions. During 2002 and 2001, Respondent incurred approximately \$30 and \$35 million, respectively, of costs related to lease payments on certain Conrail facilities no longer being used after the integration, and separation and relocation costs of Conrail employees.

Transactions With Conrail

As listed below, Respondent has amounts payable to Conrail, representing expenses incurred under the operating, equipment and shared area agreements.

(millions of dollars)	December	December
	27, 2002	28, 2001
CSX Payable to Conrail	\$ 69	\$ 88

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 CSXT cover varying terms. Respondent is responsible for all costs of operating, maintaining, and improving the routes and equipment under these agreements. On December 27, 2002, future minimum payments to Conrail under the operating, equipment and shared area agreements were as follows:

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 2. INTEGRATED RAIL OPERATIONS WITH CONRAIL, Continued*Transactions With Conrail-Continued*

<u>(millions of dollars)</u>	<u>Future Minimum Payments</u>
2003	\$ 251
2004	253
2005	245
2006	234
2007	227
Thereafter	3,311
Total	\$ 4,521

**NOTE 3. SUPPLEMENTAL CONSOLIDATED STATEMENT OF EARNINGS
FINANCIAL DATA**

Operating expense includes the following:

<u>(millions of dollars)</u>	<u>Fiscal Years Ended</u>	
	<u>2002</u>	<u>2001</u>
Selling, General and Administrative Expense	\$ 854	\$ 911

NOTE 4. OTHER INCOME (EXPENSE)

Other income (expense) consists of the following:

<u>(millions of dollars)</u>	<u>Fiscal Years Ended</u>	
	<u>2002</u>	<u>2001</u>
Income from Real Estate Operations	\$ 90	\$ 83
Discount on Sales of Accounts Receivable	(75)	(78)
Miscellaneous	-	(10)
Total	\$ 15	\$ (5)
Gross Revenue from Real Estate Operations	\$ 119	\$ 114

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 5. INCOME TAXES

The breakdown of income tax expense (benefit) between current and deferred is as follows:

(millions of dollars)	Fiscal Years Ended	
	2002	2001
Current:		
Federal	\$ (22)	\$ (11)
State and Foreign	-	1
Total Current	\$ (22)	\$ (10)
Deferred:		
Federal	\$ 180	\$ 117
State and Foreign	25	14
Total Deferred	\$ 205	\$ 131
Total Expense	\$ 183	\$ 121

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

(millions of dollars)	Fiscal Years Ended			
	2002		2001	
Tax at Statutory Rates	\$ 168	35 %	\$ 113	35 %
State Income Taxes	16	3 %	10	3 %
Other	(1)	- %	(2)	(1) %
Total Expense	\$ 183	38 %	\$ 121	37 %

200. COMPARATIVE FINANCIAL STATEMENTS - EXPLANATORY NOTES - Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 5. INCOME TAXES, Continued

The significant components of deferred tax assets and liabilities include amounts associated with:

(millions of dollars)	December 27, 2002		December 28, 2001	
	Assets	Liabilities	Assets	Liabilities
Productivity/Restructuring Charges	\$ 90	\$ -	\$ 102	\$ -
Employee Benefit Plans	105	-	97	-
Accelerated Depreciation	-	3,656	-	3,451
Other	384	237	429	285
Total	<u>\$ 579</u>	<u>\$ 3,893</u>	<u>\$ 628</u>	<u>\$ 3,736</u>
Net Deferred Tax Liabilities		\$ 3,314		\$ 3,108

The primary factor in the change in year-end net deferred income tax liability balances is the annual provision for deferred income tax expense.

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. Income taxes due to CSX are included in current liabilities as follows:

(millions of dollars)	December 27, 2002	December 28, 2001
<u>Income Taxes Payable</u>	<u>\$ 33</u>	<u>\$ 32</u>

Examinations of the federal income tax returns of CSX have been completed through 1993. Tax returns for 1994 through 1998 are currently under examination. Management believes adequate provision has been made for any adjustments that might be assessed.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 6. RELATED PARTIES

At December 27, 2002 and December 28, 2001, CSXT had \$1.3 billion and \$1.1 billion deficit balances, respectively relating to Respondent's participation in the CSX cash management plan. The amount is included in Payable due Affiliated Companies in the statement of financial position. 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. 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, which was 1.46% and 3.36% at December 27, 2002 and December 28, 2001, respectively. Interest expense related to this plan was \$33 million and \$30 million in 2002 and 2001 respectively.

Detail of Related Party Service Fees

(millions of dollars)	Fiscal Years Ended	
	2002	2001
CSXI	\$ (365)	\$ (371)
CSX Management Service Fee	275	237
CSX Technology	208	218
TDSI	43	51
TRANSFLO	79	51
CTRC	(53)	-
Total Related Party Service Fees	\$ 187	\$ 186

Related Party Service Fees consists of amounts related to:

- **CSX Intermodal Inc. ("CSXI") Reimbursements** – Reimbursement from CSXI under an operating agreement for costs incurred by the Respondent related to intermodal operations. This reimbursement is based on an amount which approximates actual costs and is presented in Freight Revenue in the Results of Operations. The Respondent also collects certain revenue on behalf of CSXI under the operating agreement.

- **CSX Management Service Fee** - A management service fee charged by CSX as compensation for certain corporate services provided to the Respondent. These services include, but are not limited to, the areas of human resources, finance, administration, benefits, legal, tax, internal audit, corporate communications, risk management and strategic management services. The fee for 2002 is calculated as a percentage of Respondent's revenue. Prior to 2002, the fee was calculated as a percentage of CSX's investment in Respondent.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 6. RELATED PARTIES, Continued

- CSX Technology Inc. (“CSX Technology”) Charges - Data processing charges from CSX Technology for the development, implementation and maintenance of computer systems, software and associated documentation for the day-to-day operations of the Respondent. These charges are based on a mark-up of direct costs.
- Total Distribution Services Inc. (“TDSI”) Charges - Charges from TDSI for services provided to Respondent at automobile ramps. These charges are calculated based on direct costs.
- TRANSFLO Terminal Services Inc. (“TRANSFLO”) Charges - Charges from TRANSFLO for services provided to Respondent at bulk commodity facilities. These charges are calculated based on direct costs.
- CSX Trade Receivables Corporation (“CTRC”) Reimbursement - The Respondent charged CTRC for accounts receivable reserves recorded by the Company related to receivables sold to CTRC.

CSX Technology, CSXI, TDSI, and TRANSFLO are wholly-owned subsidiaries of CSX.

Detail Of Payables to Affiliate Companies

CSX	\$ 1,297	\$ 1,107
CSXI	25	24
CSX Technology	41	44
TDSI	5	4
TRANSFLO	8	5
CTRC	6	6
CSX Insurance	115	125
Other	1	1
Total Due to Affiliate	\$ 1,498	\$ 1,316

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 27, 2002, and December 28, 2001, \$115 million and \$125 million, respectively, was outstanding under the agreement. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, and was 1.46% at December 27, 2002 and 2.56% at December 28, 2001. Interest expense related to the loan was \$3 million and \$6 million for the fiscal years ended December 27, 2002 and December 28, 2001, respectively.

200 COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 6. RELATED PARTIES, Continued

Respondent participates with SL Service Inc. ("SL Service"), a wholly-owned subsidiary of CSX, in sale-leaseback arrangements. Under these arrangements, SL Service sold equipment to a third party and Respondent leased the equipment and assigned the lease to SL Service. SL Service is obligated for all lease payments and other associated equipment expenses. If SL Service defaults on its obligations under the arrangements, Respondent would assume the asset lease rights and obligations of approximately \$37 million at December 27, 2002. These leases were assumed by Maersk as part of its purchase of the CSX international liner business and will be assumed by Horizon Lines LLC (formerly CSX Lines) as part of its ongoing domestic shipping business. Respondent believes that Maersk and Horizon Lines will fulfill their contractual commitments with respect to such leases and Respondent will have no further liability for those obligations

NOTE 7. ACCOUNTS RECEIVABLE*Sale of Accounts Receivable*

Respondent sells, generally without recourse, a revolving pool of accounts receivable to CSX Trade Receivables Corporation, a bankruptcy-remote (special purpose) entity, wholly-owned by CSX. Once these receivables are sold they are no longer on the Respondent's statement of financial position.

Outstanding accounts receivable sold under this agreement are as follows:

(millions of dollars)	December 27, 2002	December 28, 2001
Outstanding Accounts Receivable Sold	\$ 914	\$ 966

Net losses associated with the sales of receivables are as follows:

(millions of dollars)	Fiscal Year Ended	
	2002	2001
Discounts on Accounts Receivable Sold	\$ 75	\$ 78

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 7. ACCOUNTS RECEIVABLE, Continued

Sale of Accounts Receivable, Continued

Respondent has retained responsibility for servicing the accounts receivables held by the master trust. The average servicing period is less than one month. No servicing asset or liability has been recorded since the fees Respondent receives approximate its related costs.

The accounts receivable program is accounted for in accordance with SFAS No. 140, "Accounting for Transfers and Servicing of Financial Assets and Extinguishments of Liabilities."

NOTE 8. PROPERTIES

Properties consist of the following:

(millions of dollars)	December 27, 2002			December 28, 2001		
	Cost	Accumulated Depreciation	Net	Cost	Accumulated Depreciation	Net
Road	\$ 11,396	\$ 2,498	\$ 8,898	\$ 10,888	\$ 2,343	\$ 8,545
Equipment	5,644	2,225	3,419	5,477	2,077	3,400
Const. in Progress	172	-	172	135	-	135
Other	142	7	135	144	7	137
Total	\$ 17,354	\$ 4,730	\$ 12,624	\$ 16,644	\$ 4,427	\$ 12,217

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 9. CASUALTY, ENVIRONMENTAL AND OTHER RESERVES

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

(millions of dollars)	Casualty Reserves	Separation Liabilities	Environmental Reserves	Total
Balance December 29, 2000	\$ 457	\$ 257	\$ 41	\$ 755
Charged to Expense	155	-	1	156
Payments	(177)	(14)	(10)	(201)
Balance December 28, 2001	435	243	32	710
Charged to Expense	166	-	18	184
Payments	(206)	(33)	(15)	(254)
Balance December 27, 2002	\$ 395	\$ 210	\$ 35	\$ 640

Reserve balances are as follows:

(millions of dollars)	December 27, 2002	December 28, 2001
Current Reserves:		
Casualty	\$ 143	\$ 148
Separation	15	15
Environmental	15	15
Total Current Reserves	\$ 173	\$ 178
Long-term Casualty, Environmental and Other Reserves	467	532
Total Casualty, Environmental and Other Reserves	\$ 640	\$ 710

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 9. CASUALTY, ENVIRONMENTAL AND OTHER RESERVES, Continued

Casualty Reserves

Casualty reserves represent accruals for the uninsured portion of personal injury, occupational injury (asbestos, carpal tunnel, etc.) and accident claims. These reserves are recorded upon the first reporting of a claim, and estimates are updated as information develops. The amount of liability accrued is based on the type and severity of the claim, and an estimate of future claims development based on current trends and historical data. The Respondent 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.

Separation Liability

Separation liabilities at December 27, 2002 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.

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 approximately 94 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

NOTE 9. CASUALTY, ENVIRONMENTAL AND OTHER RESERVES, Continued

Respondent is involved in a number of administrative and judicial proceedings and other clean-up efforts at approximately 230 sites, which include the 94 Superfund sites noted previously where it is participating in the study or clean-up of alleged environmental contamination. 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 (e.g., generator of waste sent to the site or owner or operator of the site), the extent of Respondent's alleged connection (e.g., 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 viability of other named and unnamed PRPs at the location.

Based upon the review process, Respondent has recorded reserves to cover estimated contingent future environmental costs with respect to such sites. The recorded liabilities for estimated future environmental costs at December 27, 2002 and December 28, 2001, were \$35 million and \$32 million, respectively. These recorded liabilities, which are undiscounted, include amounts representing Respondent's estimate of unasserted claims, which Respondent believes to be immaterial. A liability has been accrued for future costs of all sites where the Respondent's obligation is (1) deemed probable and (2) 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 27, 2002 environmental liability is expected to be paid out over the next seven years, funded by cash generated from operations.

The Respondent 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. However, based on information currently available the Respondent 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

NOTE 10. LONG-TERM DEBT

Debt is as follows:

(millions of dollars)	Maturity	Average Interest Rates at December 27, 2002	December 27, 2002	December 28, 2001
Equipment Obligations	2003-2015	7.1%	\$ 855	\$ 950
Capital Leases	2003-2009	8.2%	125	147
Mortgage Bonds	2003	3.2%	55	55
Other Obligations	2007-2021	6 2%	51	51
Total			1,086	1,203
Less Debt Due Within One Year			213	170
Total Long-Term Debt			\$ 873	\$ 1,033

Long-term debt maturities are as follows:

(millions of dollars)	
2003	\$ 213
2004	113
2005	111
2006	107
2007	119
Thereafter	423
Total	\$ 1,086

Certain Respondent's properties are pledged as security for various long-term debt issues.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 11. FAIR VALUE OF FINANCIAL INSTRUMENTS

Fair values of the Respondent's financial instruments are estimated by reference to quoted prices from market sources and financial institutions, as well as other valuation techniques. Long-term debt is the only financial instrument of the Respondent with a fair value significantly different from its carrying amount. At December 27, 2002, the fair value of long-term debt, including current maturities, was \$1.2 billion, compared with a carrying amount of \$1.1 billion. At December 28, 2001, the fair value of long-term debt, including current maturities, was \$1.3 billion, compared with a carrying amount of \$1.2 billion. The fair value of long-term debt has been estimated using discounted cash flow analyses based upon the Respondent's current incremental borrowing rates for similar types of financing arrangements.

NOTE 12. EMPLOYEE BENEFIT PLANS*Pension and Other Postretirement Benefit Plans*

Respondent, in conjunction with CSX and its subsidiaries, sponsors 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 pension expense or benefit for the CSX pension plans based on Respondent's relative level of participation. The allocated expense from the various CSX pension plans amounted to credits of \$4 million in 2002 and \$3 million in 2001.

In addition to the defined benefit pension plans, Respondent participates with CSX and other affiliates in two plans that provide medical and life insurance benefits to most full-time salaried employees upon their retirement. The postretirement medical plan is contributory (partially funded by retiree), 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 \$41 million in 2002 and \$31 million in 2001.

Other 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 associated with these plans was \$12 million for 2002 and \$13 million for 2001.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 12. EMPLOYEE BENEFIT PLANS, Continued

Other Plans, Continued

Under collective bargaining agreements, the Respondent participates in a number of union-sponsored, multi-employer benefit plans. Payments to these plans are made as part of aggregate assessments generally based on number of employees covered, hours worked, tonnage moved or a combination thereof. Total contributions of \$312 million and \$285 million, respectively, were made to these plans in 2002 and 2001.

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.

NOTE 13. COMMITMENTS AND CONTINGENCIES

Lease Commitments

The Respondent has various equipment leases with other parties under agreements with terms of up to 29 years. Non-cancelable, long-term leases generally include provisions for maintenance, options to purchase at fair value and options to extend the terms. Lease arrangements allow the Respondent to efficiently gain the use of equipment which it does not wish to own. At December 27, 2002, minimum equipment rentals under these operating leases are as follows:

(millions of dollars)	Operating Leases	Sublease Income	Net Lease Commitments
2003	\$ 148	\$ 15	\$ 133
2004	144	15	129
2005	141	15	126
2006	117	15	102
2007	118	16	102
Thereafter	470	19	451
Total	\$ 1,138	\$ 95	\$ 1,043

Rent expense for operating leases totaled \$406 million in 2002 and \$413 million in 2001. These amounts include net daily rental charges on railroad operating equipment of \$294 million and \$289 million in 2002 and 2001, respectively, which are not long-term commitments. In addition to these commitments, the Respondent also has agreements covering routes and equipment leased from Conrail. See Note 2, Integrated Operations with Conrail, for a description of these commitments.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 13. COMMITMENTS AND CONTINGENCIES, Continued***Purchase Commitments***

The Respondent has a commitment under a long-term maintenance program for approximately 40% of its fleet of locomotives. The agreement expires in 2026 and totals \$2.8 billion. Minimum payments under this agreement are as follows:

(millions of dollars)	Minimum Payments
2003	\$ 130
2004	132
2005	138
2006	166
2007	171
Thereafter	2,036
Total	\$ 2,773

The long-term maintenance program assures Respondent access to efficient, high-quality locomotive maintenance services at settled price levels through the term of the program. Under this program Respondent paid \$124 million and \$126 million in fiscal years 2002 and 2001, 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.

Self-Insurance

The Respondent obtains substantial amounts of commercial insurance for potential losses for third-party liability and property damages. Reasonable levels of risk (\$35 million for property and \$25 million for liability per occurrence) are also retained on a self-insurance basis. Using a combination of third party and self-insurance allows the Respondent to realize savings on insurance premium costs and preserves flexibility in achieving the best insurance solutions for various categories of risks.

200. COMPARATIVE FINANCIAL STATEMENTS – EXPLANATORY NOTES – Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 13. COMMITMENTS AND CONTINGENCIES, Continued*Long-term Operating Agreements, Continued**Contract Settlement*

In July 2002, the Respondent received \$44 million as the first of two payments to settle a contract dispute. During 2002, the Respondent recognized approximately \$7 million of this first payment in other income as this amount related to prior periods. The remaining \$37 million will be recognized ratably over the contract period which ends in 2020. The second payment of \$23 million was received on January 2, 2003 and will be recognized over the contract period which ends in 2020. The results of this settlement will provide approximately \$3 million in annual pretax earnings through 2020.

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 financial position, results of operations or cash flows. The 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.

For information regarding environmental proceedings see Note 9, Casualty, Environmental and Other Reserves.

200 COMPARATIVE FINANCIAL STATEMENTS - EXPLANATORY NOTES - Continued

NOTES TO FINANCIAL STATEMENTS

NOTE 14. QUARTERLY DATA (Unaudited) ^(a)

(millions of dollars)	Quarter			
	1st	2nd	3rd	4th ^(b)
2002				
Operating Revenue	\$ 1,572	\$ 1,629	\$ 1,567	\$ 1,600
Operating Income	\$ 89	\$ 148	\$ 167	\$ 173
Net Earnings	\$ 47	\$ 64	\$ 97	\$ 88
2001				
Operating Revenue	\$ 1,626	\$ 1,649	\$ 1,589	\$ 1,590
Operating Income	\$ 98	\$ 152	\$ 124	\$ 85
Net Earnings	\$ 31	\$ 84	\$ 57	\$ 31

(a) Periods presented are 13-week quarters

(b) Included in the fourth quarter of 2001 is a provision to account for the settlement of the 1987 New Orleans tank car fire litigation. This charge reduced earnings by \$60 million pretax, \$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 Sched. 410. Any differences between this schedule and Sched. 410 must be fully explained on pg. 18.
3. List dividends from investments accounted for under the cost method on line 19 and list dividends accounted for under the equity method on line 25.
4. All contra entries hereunder should be indicated in parenthesis.

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)

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

Schedule 410

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	6,161,272	6,215,057	6,161,272		1
2		(102) Passenger			0		2
3		(103) Passenger-Related			0		3
4		(104) Switching	42,988	62,823	42,988		4
5		(105) Water Transfers			0		5
6		(106) Demurrage	17,849	77,013	17,849		6
7		(110) Incidental	146,031	98,703	146,031		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)	6,368,140	6,453,596	6,368,140		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	6,368,140	6,453,596	6,368,140		13
14		(531) Railway operating expenses	5,790,852	5,994,951	5,790,852		14
15		Net revenue from railway operations	577,288	458,645	577,288		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	12,791	15,929			16
17		(510) Miscellaneous rent income	18,773	13,580			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	1,896	3,481			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	28,159	27,970			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)	1,876	(10,823)			26
27		TOTAL OTHER INCOME (lines 16-26)	63,521	50,163			27
28		TOTAL INCOME (lines 15, 27)	640,809	508,808			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(3,637)	(7,628)			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	(78,216)	(79,278)			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	(81,853)	(86,906)			36
37		Income available for fixed charges (lines 28, 36)	558,956	421,902			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
38		(546) Interest on funded debt:			38
		(a) Fixed interest not in default	75,830	90,908	
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	3,146	6,374	40
41		(548) Amortization of discount on funded debt	419	272	41
42		TOTAL FIXED CHARGES (lines 38-41)	79,395	97,554	42
43		Income after fixed charges (lines 37, 42)	479,561	324,348	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt:			44
		(c) Contingent interest	188	186	
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (loss) from continuing operations (before income taxes)	479,373	324,162	46
PROVISIONS FOR INCOME TAXES					
47		(556) Income taxes on ordinary income:			47
		(a) Federal income taxes	(21,488)	(10,588)	
48		(b) State income taxes	(152)	573	48
49		(c) Other income taxes	78	66	49
50		(557) Provision for deferred taxes	204,896	130,977	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	183,334	121,028	51
52		Income from continuing operations (lines 46-51)	296,039	203,134	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 52 through 54)	296,039	203,134	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)	0	0	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$).			60
61		Net income (loss) (lines 55 + 59 + 60)	296,039	203,134	61
Reconciliation of net railway operating income (NROI)					
62		Net revenues from railway operations	577,288	458,645	62
63		(556) Income taxes on ordinary income (-)	21,562	9,949	63
64		(557) Provision for deferred income taxes (-)	(204,896)	(130,977)	64
65		Income from lease of road and equipment (-)	(5,282)	(4,765)	65
66		Rent for leased roads and equipment (+)	139,671	123,556	66
67		Net railway operating income (loss)	528,343	456,408	67

NOTES AND REMARKS

240. STATEMENT OF CASH FLOWS
(Dollars in thousands)

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers and cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for revenues 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 the direct method is used, complete lines 1 through 41. If the indirect method is used complete lines 10 through 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 finance 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 or liabilities for other noncash assets or liabilities. Some transactions are part cash and part non-cash; only the cash portion shall be reported directly in the statement of cash flows. Refer to FAS Statement No. 95, Statement of Cash Flows, for further details.

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

240. STATEMENT OF CASH FLOWS (Concluded)

(Dollars in thousands)

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
10		Income from continuing operations	286,039	203,134	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	123,578	12,629	11
12		Depreciation and amortization expenses	543,191	521,921	12
13		Net increase (decrease) provision for deferred income taxes	204,896	130,977	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates			14
15		(Increase) decrease in accounts receivable	(4,261)	(26,142)	15
16		(Increase) decrease in materials and supplies, and other current assets	7,071	(19,877)	16
17		Increase (decrease) in current liabilities other than debt	(155,957)	16,122	17
18		Increase (decrease) in other-net	(82,426)	8,253	18
19		Net cash provided from continuing operations	932,131	847,017	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES	932,131	847,017	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (b)	Line No
22		Proceeds from sale of property	(5,237)	(3,734)	22
23		Capital expenditures	(980,918)	(848,263)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	220,000	(220,000)	24
25		Proceeds from sale/repayments of investment and advances	10,225	61,045	25
26		Purchase price of long-term investment and advances	(2,331)	(39,700)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other-net	(5,829)	(21,342)	28
29		NET CASH USED IN INVESTING ACTIVITIES	(764,090)	(1,071,994)	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	2,606	(204)	30
31		Principal payments of long-term debt	(186,441)	(185,239)	31
32		Proceeds from issuance of capital stock	0	0	32
33		Purchase price of acquiring treasury stock	0	0	33
34		Cash dividends paid	(200,005)	(212,005)	34
35		Other-net	188,808	621,304	35
36		NET CASH FROM FINANCING ACTIVITIES	(195,032)	223,856	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(26,991)	(1,121)	37
38		Cash and cash equivalents at beginning of year	26,991	28,112	38
39		CASH & CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	0	26,991	39
Footnotes to Schedule					
Cash paid during the year for.					
40		Interest (net of amount capitalized)*	79,583	97,741	40
41		Income taxes (net) *	(22,477)	59,142	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

Advances from CSX are included in Other-net The amounts for the years 2002 and 2001 are \$199,023 and \$618,579 respectively

245. WORKING CAPITAL

(Dollars in thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	16,741	1
2	Customers (706)	Schedule 200, line 6, column b	8,282	2
3	Other (707)	Note A	57,832	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	82,855	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	6,368,140	5
6	Rent Income	Note B	32,254	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	6,400,394	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	17,779	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ Line 8	5	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	20	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	31,670	11
12	Audited Accounts and Wages Payable (753)	Note A	102,624	12
13	Accounts Payable-Other (754)	Note A	60,388	13
14	Other Taxes Accrued (761.5)	Note A	73,482	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	268,164	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, col. b	5,790,852	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, col. h	545,163	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	5,277,943	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	14,661	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	18	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	2	21
22	Cash Working Capital Required	Line 21 × line 19	29,322	22
23	Cash and Temporary Cash Balances	Schedule 200, line 1 + line 2, col. b	0	23
24	Cash Working Capital Allowed	Lesser of line 22 or line 23	0	24
MATERIALS AND SUPPLIES				
25	Total Materials and Supplies (712)	Note A	122,701	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	2,576	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	120,125	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	120,125	28

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

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

(C) If result is negative, use zero.

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.
6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.
7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs. If it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
8. Combine in one amount investments in which the original cost or present equity in total assets is less than \$10,000.
9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.
10. Do not include the value of securities issued or assumed by respondent.
11. For affiliates which do not report to the Surface Transportation Board 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, from accounts 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 obligation in support of which any security is pledged, mortgaged, or otherwise encumbered Give 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 ____ to ____." 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						18
19	721	A-3	X	Beaver Street Tower Co	50 00	19
20	721	A-3	X	CSX Corporation		20
21	721	A-3	VII	CSX Fiber Networks LLC	99 00	21
22	721	A-3	VI	DOCP Aquisition LLC	10 00	22
23	721	A-3	VI	Green Real Estate	33 33	23
24	721	A-3	VI	Richmond Center Associates (Partnership)	50 00	24
25	721	A-3	VI	Helm Atlantic Assoc (Partnership)	50 00	25
26	721	A-3	VI	Savannah Harbor Venture Partners - LLC	50 00	26
27	721	A-3	VI	West Jax Development Co	9 92	27
28				TOTAL CLASS A-3		28
29				TOTAL STOCK		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 case 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 include 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 Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes

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	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	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	34,680			34,680			12	14
15								15
16								16
17								17
18								18
19	167			167				19
20	40,504			40,504			1,559	20
21	0			0				21
22	28,042			28,042				22
23	20			20				23
24	0			0				24
25	7,480	1,418		8,898				25
26	17,763	0	1,875	15,888				26
27	50			50				27
28	94,026	1,418	1,875	93,569			1,559	28
29	128,706	1,418	1,875	128,249			1,571	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 Distributors 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)	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	116		3	113			5	6
7	3			3				7
8	575			575				8
9	403		127	276				9
10	1,097	0	130	967			5	10
11								11
12	36			36				12
13				0				13
14	36	0	0	36		0	0	14
15								15
16	11			11				16
17	617	32		649				17
18	43,421			43,421				18
19	0			0				19
20	44,049	32	0	44,081				20
21	45,182	32	130	45,084				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	126,255	1,418	1,875	125,798			3,140	35
36	378	0	0	378				36
37	0	0	0	0			0	37
38	45,182	32	130	45,084			5	38
39	0			0				39
40	171,815	1,450	2,005	171,260		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.

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

Page 26 Other Parties to Joint Control:

Line 01 - Norfolk Southern Rwy. Co., and C. of Ga. Rwy. Co.
Line 02 - Various Carriers
Line 03 - Various Individuals
Line 04 - Norfolk Southern Rwy. Co.
Line 05 - C. of Ga. Rwy. Co.
Line 06 - Various Individuals
Line 07 - 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 Southern 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 stock 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)							
2	Winston-Salem Southbound Rwy Co.-Stock	7,741		(1,092)			6,649	1
3	Four Rivers Transportation - Stock	11,814		3,990			15,804	2
4	Trailer Train Co.	33,983	17,546				51,529	3
5	Helm Chesapeake	127		5			132	4
6								5
7								6
8								7
9								8
10								9
11								10
12								11
13	Total Carriers	53,665	17,546	2,903		0	74,114	13
14	Noncarrier (List specifics for each company)							
15	Helm Atlantic Assoc.	0		0			0	14
16	Richmond Center Assoc.	(8,399)		(1,418)			(9,817)	15
17	Savannah Harbor Venture Partners, LLC	(21,020)		(4,147)			(25,167)	16
18	CSX Fiber Networks	2,096		4,538			6,634	17
19	Total Non-Carriers	(27,323)	0	(1,027)	0	0	(28,350)	18
20								19
21								20
22								21
23								22
24								23
25								24
26								25
27	Grand Total	26,342	17,546	1,876		0	45,764	26
								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 (g) should be the net of the amounts in column (c) through (f). Column (h) is the aggregate of columns (b) through (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods, if not, a full explanation should be made in a footnote.
- 2 In column (c), show 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", in the Uniform System of Accounts for Railroad Companies for such items.
- 3 In column (d), show 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 Columns (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
- 5 All credits representing property sold, abandoned, or otherwise retired should be shown in column (f).
- 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 the cost, location, area, and other details which will identify the property in a footnote.
- 8 Report on line 29, amounts not included 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 Board 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 Board.
- 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 location and 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 \$5,000 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 in a footnote.

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	229,180			1
2		(3) Grading	628,717			2
3		(4) Other right-of-way expenditures	5,875			3
4		(5) Tunnels and subways	44,355			4
5		(6) Bridges, trestles, and culverts	570,603			5
6		(7) Elevated structures				6
7		(8) Ties	2,381,929			7
8		(9) Rail and other track material	3,150,969			8
9		(11) Ballast	1,378,271			9
10		(13) Fences, snow sheds, and signs	11,998			10
11		(16) Station and office buildings	445,980			11
12		(17) Roadway buildings	16,832			12
13		(18) Water stations				13
14		(19) Fuel stations	43,082			14
15		(20) Shops and enginehouses	265,723			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	1,016			17
18		(24) Coal and ore wharves	139,798			18
19		(25) TOFC/COFC terminals	96,926			19
20		(26) Communication systems	102,260			20
21		(27) Signals and interlockers	908,898			21
22		(29) Power plants	624			22
23		(31) Power-transmission systems	32,880			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	187,591			25
26		(39) Public improvements - Construction	157,045			26
27		(44) Shop machinery	85,012			27
28		(45) Power-plant machinery	1,944			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	10,887,608	0		30
31		(52) Locomotives	2,558,736			31
32		(53) Freight-train cars	2,536,013			32
33		(54) Passenger-train cars	721			33
34		(55) Highway revenue equipment	59,854			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	83,410			36
37		(58) Miscellaneous equipment	198,330			37
38		(59) Computer systems and word processing equipment	38,688			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	5,477,008	0		39
40		(78) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	134,859			42
43		GRAND TOTAL	16,499,473	0	0	43

See Notes on Page 31.

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

Line No	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No
1		2,176	20,050	(17,874)	211,306	1
2		9,303	(1,668)	10,971	639,688	2
3		106	(54)	160	6,035	3
4		111	(23,878)	23,989	68,344	4
5		35,572	(100,743)	136,315	706,918	5
6		0	0	0	0	6
7		171,795	106,298	65,497	2,447,426	7
8		200,349	119,179	81,170	3,232,139	8
9		64,724	8,461	56,263	1,434,534	9
10		473	82	391	12,389	10
11		20,111	(6,119)	26,230	472,210	11
12		102	0	102	17,034	12
13		0	0	0	0	13
14		7,452	38	7,414	50,496	14
15		5,426	(12,198)	17,624	283,347	15
16		0	0	0	0	16
17		0	0	0	1,016	17
18		1,289	(85)	1,374	141,172	18
19		0	0	0	96,926	19
20		13,419	12	13,407	115,667	20
21		63,032	3,332	59,700	968,598	21
22		0	43	(43)	581	22
23		1,706	0	1,706	34,586	23
24		0	0	0	0	24
25		18,472	26,204	(7,732)	179,859	25
26		29,885	1,950	27,935	184,980	26
27		3,805	47	3,758	88,770	27
28		0	0	0	1,944	28
29		0	0	0	0	29
30		649,308	140,951	508,357	11,395,965	30
31		234,250	17,177	217,073	2,775,809	31
32		24,239	94,936	(70,697)	2,465,316	32
33		17	1	16	737	33
34		0	1	(1)	59,953	34
35		0	131	(131)	1,023	35
36		1,492	(5,533)	7,025	90,435	36
37		18,183	4,605	13,578	211,908	37
38		116	2	114	38,802	38
39		278,297	111,320	166,977	5,643,983	39
40		0		0	0	40
41		0		0	0	41
42		51,726	14,669	37,057	171,916	42
43		979,331	266,940	712,391	17,211,864	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) the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for 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 that total 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 are included in the rent for equipment and account nos 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment accounts nos 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. Composite rates used should be those prescribed or authorized by the Board, 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 particulars in a footnote.

2 All leased property 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 effected account(s).

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

Line No	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No
		Depreciation base		Annual	Depreciation base		Annual	
		1/1 At beginning of year (b)	12/1 At close of year (c)	composite rate (percent) (d)	At beginning of year (e)	At close of year (f)	composite rate (percent) (g)	
ROAD								
1	(3) Grading	648,171	639,688	1 23	90,584	90,584		1
2	(4) Other right-of-way expenditures	6,730	6,035	1 53	832	832		2
3	(5) Tunnels and subways	44,356	68,344	1 23	16,840	16,859		3
4	(6) Bridges, trestles, and culverts	571,107	706,918	1.39	110,282	110,425		4
5	(7) Elevated structures	0	0		1,018	1,018		5
6	(8) Ties	2,402,332	2,447,426	4 19	537,676	537,850		6
7	(9) Rail and other track material	3,245,911	3,232,139	2 48	991,864	995,835		7
8	(11) Ballast	1,397,754	1,434,534	2 75	361,587	361,587		8
9	(13) Fences, snowsheds, and signs	12,704	12,389	2 00	1,425	2,504		9
10	(16) Station and office buildings	448,007	472,210	2 39	116,858	116,858		10
11	(17) Roadway buildings	16,931	17,034	2.44	647	626		11
12	(18) Water stations				308	308		12
13	(19) Fuel stations	48,181	50,496	3 57	29,610	29,610		13
14	(20) Shops and enginehouses	266,563	283,347	2 27	27,736	27,747		14
15	(22) Storage warehouses					59		15
16	(23) Wharves and docks	1,016	1,016	3 25	457	457		16
17	(24) Coal and ore wharves	140,057	141,172	1 63	1,625	1,625		17
18	(25) TOFC/COFC terminals	96,926	96,926	2 86	22,261	22,261		18
19	(26) Communication systems	102,966	115,667	14 29	54,225	54,225		19
20	(27) Signals and interlockers	913,646	968,598	2 51	194,031	194,031		20
21	(29) Power plants	624	581	2 56	212	849		21
22	(31) Power-transmission systems	33,113	34,586	1.43	5,117	5,117		22
23	(35) Miscellaneous structures				1,411	1,448		23
24	(37) Roadway machines	189,098	179,859	5 29	40,988	40,988		24
25	(39) Public improvements - Construction	163,429	184,980	1 39	31,856	29,919		25
26	(44) Shop machinery	81,414	88,770	3 70	14,776	14,776		26
27	(45) Power-plant machinery	1,944	1,944	3 13	(118)	(97)		27
28	All other road accounts							28
29	Amortization (other than defense projects)		0					29
30	TOTAL ROAD	10,832,980	11,184,659		2,654,108	2,656,301		30
EQUIPMENT								
31	(52) Locomotives	2,545,056	2,775,809	4 28	426,057	433,272		31
32	(53) Freight-train cars	2,512,636	2,465,316	3 89	245,492	245,492		32
33	(54) Passenger-train cars	721	737		5,303	5,303		33
34	(55) Highway revenue equipment	65,691	59,953		4,019	4,019		34
35	(56) Floating equipment	1,154	1,023	2 13		4,997		35
36	(57) Work equipment	72,982	90,435	2 93	20,472	20,330		36
37	(58) Miscellaneous equipment	205,198	211,908	10 01	25,218	25,218		37
38	(59) Computer systems and word processing equipment	39,603	38,802	14 29	11,069	22,621		38
39	TOTAL EQUIPMENT	5,443,041	5,643,983		737,630	761,252		39
40	GRAND TOTAL	16,276,021	16,828,642	N/A	3,391,738	3,418,553	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 regarding 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 for 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 credits to reserves as shown in column (c) and charges to operating expenses,

a full explanation should be given.

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

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	143,012	7,783		1,226		149,569	1
2		(4) Other right-of-way expenditures	1,540	91		6		1,625	2
3		(5) Tunnels and subways	(3,553)	845		(23,878)		21,170	3
4		(6) Bridges, trestles, and culverts	(46,263)	9,573		(100,816)		64,126	4
5		(7) Elevated structures	4	0		0		4	5
6		(8) Ties	778,615	103,673	125	108,514	17,416	756,483	6
7		(9) Rail and other track material	525,771	81,295	10,014	127,216	9,534	480,330	7
8		(11) Ballast	453,592	39,827		10,163	4	483,262	8
9		(13) Fences, snowsheds, and signs	6,094	244		90		6,248	9
10		(16) Station and office buildings	96,083	10,999		(6,453)		113,535	10
11		(17) Roadway buildings	8,963	414		0		9,377	11
12		(18) Water stations	0	0		0		0	12
13		(19) Fuel stations	7,907	1,665		38		9,534	13
14		(20) Shops and enginehouses	103,828	6,368		(12,119)		122,315	14
15		(22) Storage warehouses	0	0		0			15
16		(23) Wharves and docks	(1,709)	33		0		(1,676)	16
17		(24) Coal and ore wharves	99,187	2,289		0		101,476	17
18		(25) TOFC/COFC terminals	30,911	2,772		0		33,683	18
19		(26) Communication systems	60,700	15,489		12		76,177	19
20		(27) Signals and interlockers	54,687	23,518		4,107		74,098	20
21		(29) Power plants	(76)	15		43		(104)	21
22		(31) Power transmission systems	9,732	482		0		10,214	22
23		(35) Miscellaneous structures	0	0		0		0	23
24		(37) Roadway machines	(11,194)	9,673		26,356		(27,877)	24
25		(39) Public Improvements-Const.	(2,782)	2,366		1,986		(2,402)	25
26		(44) Shop machinery	13,665	3,205		47		16,823	26
27		(45) Power plant machinery	2,206	61		0		2,267	27
28		All other road accounts	0	0		0		0	28
29		Amortization (Adjustments)		(21,012)				(21,012)	29
30		TOTAL ROAD	2,330,920	301,668	10,139	136,538	26,954	2,479,235	30
		EQUIPMENT							
31	*	(52) Locomotives	953,129	114,279		22,177		1,045,231	31
32	*	(53) Freight train cars	928,818	109,604	4,702	85,313		957,811	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	193	23		132		84	35
36	*	(57) Work equipment	7,294	2,445		1,408		8,331	36
37	*	(58) Miscellaneous equipment	106,317	18,855		4,605		120,567	37
38		(59) Computer systems and word processing equipment	38,821	5,490		1		44,310	38
39	*	Amortization (Adjustments)		12,951				12,951	39
40		TOTAL EQUIPMENT	2,088,725	263,647	4,702	113,636		2,243,438	40
41		GRAND TOTAL	4,419,645	565,315	14,841	250,174	26,954	4,722,673	41

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

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in thousands)

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

2. In column (c), enter amounts charged to operating expens. 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 payment 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 No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retire-ments (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snowsheds & 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 WP equip.							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

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

(Dollars in thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or authorized by the Board, 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 property 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 effected account(s).

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

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snowsheds & 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 and 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 39. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 39.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

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. However, line 39 Grand Total, should be completed.

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

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

Included in Schedule 335

NOTES AND REMARKS FOR SCHEDULE 342

Dollars in Thousands

() = Debit

350. DEPRECIATION BASE AND RATES-ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in thousands)

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

2. Show in columns (b) and (c), for each primary 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 included 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 Board's Office of Economic and Environmental Analysis, 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 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 account composite rates to the depreciation base used to compute 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 effected account(s).

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

Included in Schedule 332

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in thousands)

1. This schedule is to be used in cases where the 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. Disclose credits and debits to Account 735, "Accumulated Depreciation-Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not included 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 column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr".

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

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

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

Included in Schedule 335

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

1 Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of the property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property", and 732, "Improvements on leased property", of 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 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 respondent.

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

3 In columns (a) to (e), inclusive, first show the data requested for the respondent (R), next show 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 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 to Accounts 731 and 732 on the books of companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of the respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 % 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	15,878	17,211,864	4,722,673	1
2						2
3						3
4	P	Augusta and Summerville RR Co		381	176	4
5	P	High Point, Thomasville & Denton RR Co	34	9,938	5,858	5
6	P	Lake Front Dock and RR Terminal Co		14,231	9,146	6
7	P	Winston-Salem Southbound Rwy Co		28,971	16,899	7
8						8
9			34	53,521	32,079	9
10						10
11	O	Chicago, Rock Island & Pacific RR	86	n/a		11
12	O	Central RR of South Carolina	40	468		12
13	O	Dayton & Michigan RR	139	899		13
14	O	Norfolk & Southern RR	6	n/a		14
15	O	Strouds Creek & Muddlety RR	20	256	7	15
16	O	Southern Rwy	9	262		16
17	O	Mt Storm RR (Virginia Elec Co)	15	3,158		17
18	O	Washington & Franklin	32	520	27	18
19	O	Western & Atlantic RR	137	7,915	1,368	19
20	O	U S Steel Corp	2	159		20
21	O	New York Central Lines, LLC	4,000	2,671,719	746,116	21
22			4,486	2,685,356	747,518	22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	20,398	19,950,741	5,502,270	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 should correspond with the amounts for each class of company and property shown in schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 % 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 noncarrier owners, and briefly explain on page 39 the methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 30 amounts not included in the accounts shown, or on line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Board for exceptions to prescribed accounting. Reference to such authority should be made when explaining amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Board.

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	211,306	1,596		47,674	1
2		(3) Grading	639,688	4,598		90,584	2
3		(4) Other right-of-way expenditures	6,035	227		832	3
4		(5) Tunnels and subways	68,344			16,892	4
5		(6) Bridges, trestles, and culverts	706,918	1,019		110,439	5
6		(7) Elevated structures				1,018	6
7		(8) Ties	2,447,426	13,375		534,001	7
8		(9) Rail and other track material	3,232,139	14,344		996,503	8
9		(11) Ballast	1,434,534	7,283		360,995	9
10		(13) Fences, snowsheds, and signs	12,389	44		1,425	10
11		(16) Station and office buildings	472,210	375		114,082	11
12		(17) Roadway buildings	17,034	4		644	12
13		(18) Water stations				308	13
14		(19) Fuel stations	50,496			29,199	14
15		(20) Shops and enginehouses	283,347	37		25,038	15
16		(22) Storage warehouses				0	16
17		(23) Wharves and docks	1,016			353	17
18		(24) Coal and ore wharves	141,172	8,342		1,111	18
19		(25) TOFC/COFC terminals	96,926	2		21,115	19
20		(26) Communication systems	115,667	3		51,635	20
21		(27) Signals and interlockers	968,598	745		193,432	21
22		(29) Power plants	581			156	22
23		(31) Power transmission systems	34,586	191		4,054	23
24		(35) Miscellaneous structures				1,411	24
25		(37) Roadway machines	179,859	393		38,306	25
26		(39) Public improvements - Construction	184,980	454		31,866	26
27		(44) Shop machinery	88,770			12,401	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	11,395,965	53,032		2,685,356	31
32		(52) Locomotives	2,775,809				32
33		(53) Freight train cars	2,465,316	7			33
34		(54) Passenger train cars	737				34
35		(55) Highway revenue equipment	59,953				35
36		(56) Floating equipment	1,023				36
37		(57) Work equipment	90,435				37
38		(58) Miscellaneous equipment	211,908	158			38
39		(59) Computer systems & word processing equipment	38,802				39
40		TOTAL EQUIPMENT	5,643,983	165		0	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction in progress	171,916	324			43
44		GRAND TOTAL	17,211,864	53,521		2,685,356	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)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	9,603	7,511	3,875	1,397	22,386	0	22,386	1
2		Bridge and Buildings	5,550	476	374	972	7,372	0	7,372	2
3		Signal	8,890	2,592	9,256	4,405	25,143	0	25,143	3
4		Communication	329	6	346	80	761	0	761	4
5		Other	18,210	(1,262)	7,674	8,567	33,189	0	33,189	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	18,353	9,515	7,679	760	36,307	0	36,307	6
7		Roadway - Switching	5,934	5,492	1,905	115	13,446	0	13,446	7
8		Tunnels and Subways - Running	59	1	0	0	60	0	60	8
9		Tunnels and Subways - Switching	4	1,277	0	0	1,281	0	1,281	9
10		Bridges and Culverts - Running	12,557	2,644	2,173	3,002	20,376	0	20,376	10
11		Bridges and Culverts - Switching	28	0	10	0	38	0	38	11
12		Ties - Running	4,035	1,082	24	164	5,305	0	5,305	12
13		Ties - Switching	2,222	251	(74)	59	2,458	0	2,458	13
14		Rail and other track material - Running	24,555	12,268	10,605	3,566	50,994	0	50,994	14
15		Rail and other track material - Switching	6,995	487	122	0	7,604	0	7,604	15
16		Ballast - Running	14,955	5,354	171	1,886	22,366	0	22,366	16
17		Ballast - Switching	1,084	895	1	4	1,984	0	1,984	17
18		Road Property Damaged - Running	2,708	3	38	15	2,764	0	2,764	18
19		Road Property Damaged - Switching	646	38	4	13	701	0	701	19
20		Road Property Damaged - Other	0	0	0	0	0	0	0	20
21		Signals and Interlockers - Running	36,786	11,418	6,225	2,036	56,465	0	56,465	21
22		Signals and Interlockers - Switching	10,779	687	40	2	11,508	0	11,508	22
23		Communications Systems	18,211	3,657	1,438	435	23,741	0	23,741	23
24		Power Systems	902	0	0	0	902	0	902	24
25		Highway Grade Crossings - Running	10,092	544	(3,576)	41	7,101	0	7,101	25
26		Highway Grade Crossings - Switching	64	2	0	1	67	0	67	26
27		Station & Office Buildings	6,159	1,361	4,589	920	13,029	0	13,029	27
28		Shop Buildings - Locomotives	2,989	1,768	550	128	5,435	0	5,435	28
29		Shop Buildings - Freight Cars	609	37	101	0	747	N/A	747	29
30		Shop Buildings - Other Equipment	2,097	1,516	1,720	0	5,333	0	5,333	30

410 RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities	281	91	0	0	372	0	372	101
102		Miscellaneous Buildings and Structures	396	12	41	11	460	0	460	102
103		Coal Terminals	78	1,078	702	0	1,858	N/A	1,858	103
104		Ore Terminals	817	280	333	0	1,430	N/A	1,430	104
105		Other Marine Terminals	0	63	300	0	363	N/A	363	105
106		TOFC/COFC - Terminals	0	402	0	0	402	N/A	402	106
107		Motor Vehicle Loading and Distribution Facilities	23	0	0	0	23	N/A	23	107
108		Facilities for Other Specialized Service Operations	6	160	0	0	166	N/A	166	108
109		Roadway Machines	11,148	26,488	612	(21,072)	17,176	0	17,176	109
110		Small Tools & Supplies	309	(3,678)	45	25	(3,299)	0	(3,299)	110
111		Snow Removal	2,233	49	48	9	2,339	0	2,339	111
112		Fringe Benefits - Running	N/A	N/A	N/A	95,766	95,766	0	95,766	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	107	107	0	107	113
114		Fringe Benefits - Other	N/A	N/A	N/A	34,200	34,200	0	34,200	114
115		Casualties & Insurance - Running	N/A	N/A	N/A	25,689	25,689	0	25,689	115
116		Casualties & Insurance - Switching	N/A	N/A	N/A	0	0	0	0	116
117		Casualties & Insurance - Other	N/A	N/A	N/A	3,970	3,970	0	3,970	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	171,671	N/A	171,671	0	171,671	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0	0	0	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	(9,642)	N/A	(9,642)	0	(9,642)	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	(5,282)	N/A	(5,282)	0	(5,282)	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	25,721	N/A	25,721	0	25,721	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	(16)	N/A	(16)	0	(16)	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	19,647	N/A	19,647	0	19,647	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	0	N/A	0	0	0	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(2)	N/A	(2)	0	(2)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	272	N/A	272	0	272	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(13)	N/A	(13)	0	(13)	129
130	*	Other Rents - Debit - Running	N/A	N/A	0	N/A	0	0	0	130
131	*	Other Rents - Debit - Switching	N/A	N/A	0	N/A	0	0	0	131
132	*	Other Rents - Debit - Other	N/A	N/A	1	N/A	1	0	1	132
133	*	Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0	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	0	134
136	*	Other Rents - (Credit) - Other	N/A	N/A		N/A	0	0	0	135
137	*	Depreciation - Running	N/A	N/A	N/A	192,361	192,361	0	192,361	136
138	*	Depreciation - Switching	N/A	N/A	N/A	0	0	0	0	137
139	*	Depreciation - Other	N/A	N/A	N/A	104,945	104,945	0	104,945	138
140		Joint Facility - Debit - Running	N/A	N/A	29	N/A	29	0	29	139
141		Joint Facility - Debit - Switching	N/A	N/A	6,224	N/A	6,224	0	6,224	140
142		Joint Facility - Debit - Other	N/A	N/A	0	N/A	0	0	0	141
143		Joint Facility - (Credit) - Running	N/A	N/A	(3)	N/A	(3)	0	(3)	142
144		Joint Facility - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	143
145		Joint Facility - (Credit) - Other	N/A	N/A	(661)	N/A	(661)	0	(661)	144
146		Dismantling Retired Road Property - Running	1,283	72	7	71	1,433	0	1,433	145
147		Dismantling Retired Road Property - Switching	2	0	0	0	2	0	2	146
148		Dismantling Retired Road Property - Other	0	0	0	0	0	0	0	147
149		Other - Running	2,431	1,554	720	(1,832)	2,873	0	2,873	148
150		Other - Switching	2,351	9	5	9	2,374	0	2,374	149
151		Other - Other	410	(477)	84	56	73	0	73	150
		TOTAL WAY AND STRUCTURES	247,173	95,723	266,113	462,883	1,071,892	0	1,071,892	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	8,644	4,190	6,446	(38,772)	(19,492)	0	(19,492)	201
202	*	Repair & Maintenance	74,863	61,040	135,107	810	271,820	0	271,820	202
203	*	Machinery Repair	938	513	182	0	1,633	0	1,633	203
204		Equipment Damaged	142	0	0	0	142	0	142	204
205		Fringe Benefits	N/A	N/A	N/A	39,231	39,231	0	39,231	205
206		Other Casualties & Insurance	N/A	N/A	N/A	26,903	26,903	0	26,903	206
207	*	Lease Rentals - Debit	N/A	N/A	104,512	N/A	104,512	0	104,512	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(81)	N/A	(81)	0	(81)	208
209		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	210
211	*	Other Rents - Debit	N/A	N/A	0	N/A	0	0	0	211
212	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	212
213	*	Depreciation	N/A	N/A	N/A	118,679	118,679	0	118,679	213
214		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	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	0	217
219		Other	0	0	0	116	116	0	116	218
220		TOTAL LOCOMOTIVES	84,587	65,743	246,166	146,967	543,463	0	543,463	219
221		FREIGHT CARS								
222		Administration	8,842	1,107	6,546	9,712	26,207	N/A	26,207	220
223		Repair & Maintenance	39,476	71,009	34,053	4,020	148,558	N/A	148,558	221
224		Machinery Repair	431	395	447	0	1,273	N/A	1,273	222
225		Equipment Damaged	0	(72)	7,072	0	7,000	N/A	7,000	223
226		Fringe Benefits	N/A	N/A	N/A	33,524	33,524	N/A	33,524	224
227		Other Casualties & Insurance	N/A	N/A	N/A	38,609	38,609	N/A	38,609	225
228		Lease Rentals - Debit	N/A	N/A	95,120	N/A	95,120	N/A	95,120	226
229		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	N/A	0	227
230		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
231		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
232		Other Rents - Debit	N/A	N/A	315,024	N/A	315,024	N/A	315,024	230
233		Other Rents - (Credit)	N/A	N/A	(19,552)	N/A	(19,552)	N/A	(19,552)	231
234		Depreciation	N/A	N/A	N/A	109,363	109,363	N/A	109,363	232
235		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233
236		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
237		Repairs Billed to Others - (Credit)	N/A	N/A	(68,098)	N/A	(68,098)	N/A	(68,098)	235
238		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
239		Other	0	(1)	(5,789)	0	(5,790)	N/A	(5,790)	237
240		TOTAL FREIGHT CARS	48,749	72,438	364,823	195,228	681,238	N/A	681,238	238
241		OTHER EQUIPMENT								
242		Administration	989	15	692	0	1,696	0	1,696	301
243		Repair & Maintenance								
244		Trucks, Trailers, & Containers - Revenue Service	0	0	136	0	136	N/A	136	302
245		Floating Equipment - Revenue Service	0	0	0	0	0	N/A	0	303
246		Passenger & Other Revenue Equipment	0	0	0	0	0	0	0	304
247		Computers and data processing equipment	0	26	1	0	27	0	27	305
248		Machinery	390	1,980	745	25	3,140	0	3,140	306
249		Work & Other Non-Revenue Equipment	406	21,905	1,367	39	23,717	0	23,717	307
250		Equipment Damaged	0	0	0	0	0	0	0	308
251		Fringe Benefits	N/A	N/A	N/A	505	505	0	505	309
252		Other Casualties & Insurance	N/A	N/A	N/A	756	756	0	756	310
253		Lease Rentals - Debit	N/A	N/A	18,734	N/A	18,734	0	18,734	311
254		Lease Rentals - (Credit)	N/A	N/A	(33,317)	N/A	(33,317)	0	(33,317)	312

410 RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)									
Line No.	Cross Check	Name of railway operating expense (a)	Freight						Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)	Passenger (g)	
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	1,379	N/A	1,379	0	315
317	*	Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	316
318		Depreciation	N/A	N/A	N/A	19,815	19,815	0	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	0	321
323		Other	0	0	0	96	96	0	322
324		TOTAL OTHER EQUIPMENT	1,787	23,926	(10,263)	21,236	36,686	0	323
		TOTAL EQUIPMENT	135,123	162,107	600,726	363,431	1,261,387	0	324
		TRANSPORTATION							
401		TRAIN OPERATIONS							
402		Administration	47,011	2,311	406	9,530	59,258	0	401
403		Engine Crews	201,392	152	65	21,750	223,359	0	402
404		Train Crews	268,159	487	284	62,124	331,054	0	403
405		Dispatching Trains	45,841	164	3,012	1,180	50,197	0	404
406		Operating Signals & Interlockers	727	0	0	0	727	0	405
407		Operating Drawbridges	5,440	5	7	61	5,513	0	406
408		Highway Crossing Protection	64	181	8,301	6	8,552	0	407
409		Train Inspection & Lubrication	81,811	4,009	2,395	(3,070)	85,145	0	408
410		Locomotive Fuel	0	404,611	1	3	404,615	0	409
411		Electric Power Produced or Purchased for							
412		Motive Power	0	0	0	0	0	0	410
413		Servicing Locomotives	34,771	3,004	2,311	357	40,443	0	411
414		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	412
415		Clearing Wrecks	316	4	7,585	12	7,917	0	413
416		Fringe Benefits	N/A	N/A	N/A	302,468	302,468	0	414
417		Other Casualties & Insurance	N/A	N/A	N/A	39,915	39,915	0	415
418		Joint Facility - Debit	N/A	N/A	56,489	N/A	56,489	0	416
419		Joint Facility - (Credit)	N/A	N/A	(1)	N/A	(1)	0	417
420		Other	12,278	359	2,194	(542)	14,289	0	418
421		TOTAL TRAIN OPERATIONS	697,810	415,287	83,049	433,794	1,629,940	0	419
		YARD OPERATIONS							
422		Administration	36,975	2,082	4,287	4,569	47,913	0	420
423		Switch Crews	186,823	1,501	4,467	775	193,566	0	421

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight							Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)					
		YARD OPERATIONS - Continued										
422		Controlling Operations	29,957	89	2,086	45	32,177	0	32,177	422		
423		Yard and Terminal Clerical	24,062	63	10	87	24,222	0	24,222	423		
424		Operating Switches, Signals, Retarders, & Humps	2,751	1	0	1	2,753	0	2,753	424		
425		Locomotive Fuel	0	44,209	0	0	44,209	0	44,209	425		
426		Electric Power Produced or Purchased for										
		Motive Power	0	0	0	0	0	0	0	426		
427		Servicing Locomotives	10,856	18	2	17	10,893	0	10,893	427		
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428		
429		Clearing Wrecks	515	31	5,861	8	6,415	0	6,415	429		
430		Fringe Benefits	N/A	N/A	N/A	128,252	128,252	0	128,252	430		
431		Other Casualties & Insurance	N/A	N/A	N/A	30,705	30,705	0	30,705	431		
432		Joint Facility - Debit	N/A	N/A	33,988	N/A	33,988	0	33,988	432		
433		Joint Facility - (Credit)	N/A	N/A	(64,369)	N/A	(64,369)	0	(64,369)	433		
434		Other	1,241	88	5,701	14	7,044	0	7,044	434		
435		TOTAL YARD OPERATIONS	293,180	48,082	(7,967)	164,473	497,768	0	497,768	435		
		TRAIN AND YARD OPERATIONS COMMON										
501		Cleaning Car Interiors	4	0	4,236	N/A	4,240	0	4,240	501		
502		Adjusting & Transferring Loads	4,499	35	7	N/A	4,541	N/A	4,541	502		
503		Car Loading Devices & Grain Doors	0	473	0	N/A	473	N/A	473	503		
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	20,082	20,082	0	20,082	504		
505		Fringe Benefits	N/A	N/A	N/A	(40)	(40)	0	(40)	505		
506		TOTAL TRAIN AND YARD OPERATIONS COMMON:	4,503	508	4,243	20,042	29,296	0	29,296	506		
		SPECIALIZED SERVICE OPERATIONS										
507	*	Administration	0	0	0	0	0	N/A	0	507		
508	*	Pickup & Delivery and Marine Line Haul	0	0	283	0	283	N/A	283	508		
509	*	Loading & Unloading and Local Marine	7,676	(203)	124,195	(183)	131,485	N/A	131,485	509		
510	*	Protective Services	0	1	4,976	0	4,977	N/A	4,977	510		
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511		
512	*	Fringe Benefits	N/A	N/A	N/A	2,853	2,853	N/A	2,853	512		
513	*	Casualties & Insurance	N/A	N/A	N/A	0	0	N/A	0	513		
514	*	Joint Facility - Debit	N/A	N/A	8,921	N/A	8,921	N/A	8,921	514		
515	*	Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	515		
516	*	Other	0	0	1	0	1	N/A	1	516		
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	7,676	(202)	138,376	2,670	148,520	N/A	148,520	517		

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)			
518		ADMINISTRATIVE SUPPORT OPERATIONS:								
		Administration	74,229	1,862	323	1,617	78,031	0	78,031	518
519		Employees Performing Clerical & Accounting Functions	64,630	1,000	3,707	2,248	71,585	0	71,585	519
520		Communication Systems Operation	563	1	0	0	564	0	564	520
521		Loss & Damage Claims Processing	720	3	1,777	68	2,568	0	2,568	521
522		Fringe Benefits	N/A	N/A	N/A	37,546	37,546	0	37,546	522
523		Casualties & Insurance	N/A	N/A	N/A	0	0	0	0	523
524		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	525
526		Other	0	0	2,819	408	3,227	0	3,227	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	140,142	2,866	8,626	41,887	193,521	0	193,521	527
528		TOTAL TRANSPORTATION	1,143,311	466,541	226,327	662,866	2,499,045	0	2,499,045	528
601		GENERAL AND ADMINISTRATIVE								
		Officers - General Administration	15,056	2,518	72,150	2,813	92,537	0	92,537	601
602		Accounting, Auditing, & Finance	15,049	157	99,476	1,224	115,906	0	115,906	602
603		Management Services & Data Processing	381	79	214,374	89	214,923	0	214,923	603
604		Marketing	13,000	133	3,395	32,366	48,894	0	48,894	604
605		Sales	23,775	245	1,323	3,327	28,670	0	28,670	605
606		Industrial Development	1,832	12	27	1,911	3,782	N/A	3,782	606
607		Personnel & Labor Relations	22,765	147	25,192	3,099	51,203	0	51,203	607
608		Legal & Secretarial	11,637	364	70,718	4,721	87,440	0	87,440	608
609		Public Relations & Advertising	2,441	199	56,653	1,186	60,479	0	60,479	609
610		Research & Development	556	8	18	155	737	0	737	610
611		Fringe Benefits	N/A	N/A	N/A	98,771	98,771	0	98,771	611
612		Casualties & Insurance	N/A	N/A	N/A	1,712	1,712	0	1,712	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	(43,936)	(43,936)	0	(43,936)	613
614		Property Taxes	N/A	N/A	N/A	77,330	77,330	0	77,330	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	19,536	19,536	0	19,536	615
616		Joint Facility - Debit	N/A	N/A	25,131	N/A	25,131	0	25,131	616
617		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	617
618		Other	9,509	1,720	24,196	39,988	75,413	0	75,413	618
619		TOTAL GENERAL AND ADMINISTRATIVE	116,001	5,582	592,653	244,292	958,528	0	958,528	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,641,608	729,953	1,685,819	1,733,472	5,790,852	0	5,790,852	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 lease/rental reported in column (c), line 29 should balance 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 to obtain 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- 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		N/A	1
2		3	Grading	10,079		2,296	2
3		4	Other right-of-way expenditures	71		(20)	3
4		5	Tunnels and subways	739		(106)	4
5		6	Bridges, trestles and culverts	9,360		(213)	5
6		7	Elevated structures				6
7		8	Ties	86,795		(16,436)	7
8		9	Rail and other track material	76,264		(4,556)	8
9		11	Ballast	38,396		(1,191)	9
10		13	Fences, snowsheds and signs	122		(122)	10
11		16	Station and office buildings	10,654		(345)	11
12		17	Roadway buildings	290		(124)	12
13		18	Water stations				13
14		19	Fuel stations	1,601		(64)	14
15		20	Shops and enginehouses	5,321		(1,047)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	(17)		(50)	17
18		24	Coal and ore wharves	2,124		(165)	18
19		25	TOFC/COFC terminals	3,032		260	19
20		26	Communications systems	15,489			20
21		27	Signals and interlockers	22,703		(815)	21
22		29	Power plants	10		(5)	22
23		31	Power transmission systems	453		(29)	23
24		35	Miscellaneous structures				24
25		37	Roadway machines	11,407		1,734	25
26		39	Public improvements construction	2,455		89	26
27		45	Power plant machines	(42)		(103)	27
28		-	Other lease/rentals	N/A	182,469	N/A	28
29		-	TOTAL	297,306	182,469	(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 with the carrier's own 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 (e). 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 Board 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				GROSS AMOUNTS PAYABLE				Line No
			Per diem basis		Per diem basis		Per diem basis		Per diem basis		
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)			
CAR TYPES											
1		Box-Plain 40 Foot								1	
2		Box-Plain 50 Foot and Longer		7	9		825	3,075		2	
3		Box-Equipped		9,708	14,732	11,195	24,973	63,400		3	
4		Gondola-Plain		42	304	64	941	2,116		4	
5		Gondola-Equipped		2,973	8,122		3,328	9,717		5	
6		Hopper-Covered		2,705	5,927	24,094	7,206	19,234		6	
7		Hopper-Open Top-General Service		418	800		2,160	3,321		7	
8		Hopper-Open Top-Special Service		127	695		262	1,207		8	
9		Refrigerator-Mechanical				221	3,045	5,173		9	
10		Refrigerator-Non-Mechanical		380	536	669	3,995	5,095		10	
11		Flat TOFC/COFC								11	
12		Flat Multi-Level		237	612	61,379	3,384	9,055		12	
13		Flat-General Service		3	109	8,276	856	852		13	
14		Flat-Other		106	344	9,062	4,387	10,545		14	
15		Tank-Under 22,000 Gallons				26,344				15	
16		Tank-22,000 Gallons and Over				23,293				16	
17		All Other Freight Cars		10	26	88	68	317		17	
18		Auto Racks			(29,380)			(38,298)		18	
19		TOTAL FREIGHT TRAIN CARS	0	16,716	2,836	164,685	55,530	94,809		19	
OTHER FREIGHT-CARRYING EQUIPMENT											
20		Refrigerated Trailers								20	
21		Other Trailers								21	
22		Refrigerated Containers								22	
23		Other Containers								23	
24	*	TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	0	0	24	
25		GRAND TOTAL (LINES 19 AND 24)	0	16,716	2,836	164,685	55,530	94,809		25	

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in schedule schedule 415, Equipment Damaged from Schedule 410, line 204.
- (b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
- (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and 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 and 38 compared to Schedule 410, line 213.
- (b) Freight Cars, line 24 and 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 and 38, compared to Schedule 410, lines 207, 208, 211 and 212.
- (b) Freight Cars, line 24 and 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 rents therefor are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive.

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT
(Dollars in thousands)

Line No.	Cross Check	Types of equipment	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive-Yard	27,182	794		47	1
2		Diesel Locomotive-Road	244,638	101,201	12,973	4,818	2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road		2,044		119	4
5	*	TOTAL	271,820	104,039	12,973	4,984	5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot	0	347	0	26	6
7		Box-Plain 50 Foot and Longer	9	4,282	200	328	7
8		Box-Equipped	17,402	11,438	1,134	781	8
9		Gondola-Plain	2,260	4,034	0	275	9
10		Gondola-Equipped	13,911	9,737	0	686	10
11		Hopper-Covered	16,079	16,626	0	1,256	11
12		Hopper-Open Top-General Service	7,106	27,234	240	1,831	12
13		Hopper-Open Top-Special Service	3,172	10,215	0	545	13
14		Refrigerator-Mechanical	0	0	0		14
15		Refrigerator-Nonmechanical	991	0	0		15
16		Flat TOFC/COFC	0	0	0		16
17		Flat Multi-level	0	4	0		17
18		Flat-General Service	0	37	0	4	18
19		Flat-Other	252	642	0	58	19
20		All Other Freight Cars	5,312	1,658	0	142	20
21		Cabooses	0	677	0	46	21
22		Auto Racks	13,966	19,144	432	928	22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	80,460	106,075	2,006	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					
		Passenger and Other Revenue Equipment					
		(Freight Portion)					
36	*	Computer systems and word processing equip.	27	0	0		36
37	*	Machinery-Locomotives (1)	1,633	1,667	0		37
38	*	Machinery-Freight Cars (2)	1,273	1,282	0		38
39	*	Machinery-Other Equipment (3)	3,276	256	0		39
40	*	Work and Other Non-revenue Equipment	23,717	19,559	0	1,061	40
41		TOTAL OTHER EQUIPMENT	29,926	22,764	0	1,061	41
42		TOTAL ALL EQUIPMENT					
43		(FREIGHT PORTION)	382,206	232,878	14,979	12,951	43

- 1) Data reported on line 38, column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.
- 2) Data reported on line 39, column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235.
- 3) Data reported on line 40, 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		4,251	21,653		7,754		1
2		100,180	2,545,563	153,520	911,619	106,135	2
3							3
4			55,073		19,723		4
5		104,431	2,622,289	153,520	939,096	106,135	5
6			8,567		3,386		6
7		5,445	91,925	35,264	36,336	5,198	7
8		7,658	279,332	3,700	110,416	546	8
9		12,074	101,694		40,198		9
10		16,526	259,320		102,505		10
11		19,020	404,423		159,862		11
12		23,500	658,464		259,509		12
13		5,264	165,192		65,298		13
14							14
15			40,236		15,905		15
16							16
17			24		10		17
18		0	979		387		18
19		89	18,042		7,132		19
20			49,467		19,553		20
21			16,128		6,375		21
22		5,544	310,320	22,239	122,665	2,530	22
23							23
24		95,120	2,404,113	61,203	949,537	8,274	24
25							25
26			59,953		54,153		26
27							27
28							28
29							29
30							30
31							31
32		0	59,953	0	54,153	0	32
33			1,023		84		33
34							34
35		0	1,023	0	84	0	35
36			737				36
37		1,031	38,802		44,310		37
38			46,159		8,748		38
39			35,509		6,729		39
40		(5,439)	7,102		1,346		40
41		(8,796)	213,573	0	128,898	0	41
42		(13,204)	341,882	0	190,031	0	42
43		186,347	5,429,260	214,723	2,132,901	114,409	43

- 1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.
- 2) Depreciation 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	
			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	346,046	82,191	1.23	6,031	130	1.23				352,077	82,321
2		8	981,465	301,098	4.19	48,940	9,802	4.19				1,030,405	310,900
3		9	1,804,929	266,139	2.48	40,591	3,828	2.48				1,845,520	269,967
4		11	1,149,481	392,507	2.75	18,945	4,969	2.75				1,168,326	397,476
5	Sub-Total		4,281,921	1,041,935		114,407	18,729					4,396,328	1,060,664
6	II	3	198,131	46,326	1.23							198,131	46,326
7		8	1,071,841	337,839	4.19							1,071,841	337,839
8		9	916,763	136,005	2.48							916,763	136,005
9		11	234,742	76,225	2.75							234,742	76,225
10	Sub-Total		2,421,477	596,395								2,421,477	596,395
11	III	3	0	N/A	N/A					N/A	N/A	0	N/A
12		8	0	N/A	N/A					N/A	N/A	0	N/A
13		9	0	N/A	N/A					N/A	N/A	0	N/A
14		11	0	N/A	N/A					N/A	N/A	0	N/A
15	Sub-Total		0	N/A	N/A					N/A	N/A	0	N/A
16	IV	3	89,480	20,922	1.23							89,480	20,922
17		8	345,180	107,744	4.19							345,180	107,744
18		9	469,856	74,358	2.48							469,856	74,358
19		11	31,466	9,550	2.75							31,466	9,550
20	Sub-Total		935,982	212,574								935,982	212,574
21	V	3											
22		8											
23		9											
24		11											
25	Sub-Total		0	0								0	0
26	GRAND TOTAL		7,639,380	1,850,904	N/A	114,407	18,729	N/A				7,753,787	1,869,633

- (1) Columns (c) + (f) + (i) = Column (l).
 Columns (d) + (g) + (k) = Column (m).
 (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.

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 it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410 Railway Operating Expenses.
- 4 Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
- 5 The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
- 6 Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
- 7 Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.
- 8 Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b - i) (j)	Line No.
1	*	Administration								0	0	1
2	*	Pick up and delivery, marine line haul							N/A	283	283	2
3	*	Loading and unloading and local marine			10,487	2,267		34,949		83,782	131,485	3
4	*	Protective services, total debits and credits								4,977	4,977	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits			1,969	513				371	2,853	6
7	*	Casualty and insurance										7
8	*	Joint facility - Debit								8,921	8,921	8
9	*	Joint facility - Credit										9
10	*	Other								1	1	10
11	*	TOTAL	0	0	12,456	2,780	0	34,949	0	98,335	148,520	11

NOTES AND REMARKS

450 ANALYSIS OF TAXES

(Dollars in thousands)

A. Railway Taxes

Line No	Cross Check	Kind of Tax (a)	Amount (b)	Line No
1		Other than U S Government Taxes	104,543	1
		U S Government Taxes		
		Income Taxes		
2		Normal Tax & Surtax	(21,488)	2
3		Excess Profits		3
4		Total Income Taxes (In 2 + 3)	(21,488)	4
5		Railroad Retirement	388,375	5
6		Hospital Insurance	27,345	6
7		Supplemental Annuities	0	7
8		Unemployment Insurance	14,225	8
9		All Other United States Taxes		9
10		Total - U S Government Taxes	408,457	10
11		Total Railway Taxes	513,000	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 totals of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

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

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

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

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

Line No	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No
1	Accelerated depreciation, Sec. 167 I R C Guideline lives pursuant to Rev. Proc. 62-21	3,229,307	193,474		3,422,781	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	(96,042)	2,234		(93,808)	4
5	Other (Specify)				0	5
6	Claims and contingency reserves	(167,149)	31,294		(135,855)	6
7	Reserve for separation pay	(92,195)	10,673		(81,522)	7
8	Pier sales	(804)	422		(382)	8
9	Other temporary differences	(18,160)	(32,282)		(50,442)	9
10					0	10
11					0	11
12	Federal Effect of State	(154,512)	(9,148)		(163,660)	12
13					0	13
14	State Deferred Income Taxes	441,464	25,124	1,011	467,599	14
15					0	15
16					0	16
17	Other Credits	(34,065)	(16,894)		(50,959)	17
18	Investment Tax Credit*				0	18
19	TOTALS	3,107,844	204,897	1,011	3,313,752	19

NOTE: Total as indicated on Line 19 Col. (e) above is comprised of Long-Term liability balance of \$ 3,424,222 (as shown on Line 49 Schedule 200) less Short-Term Asset balance (included in amount indicated on Line 11 Schedule 200) totaling \$ 110,470.

450. ANALYSIS OF TAXES - Continued

(Dollars in thousands)

*Footnotes:

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

If the 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 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		86,606	1
2		Royalty Revenue		256	2
3		Equity Earnings		1,876	3
4		Other- Each Less than 10% of Net Income	60,579		4
5		Total Account 519	60,579	88,738	5
6					6
7		Total Net Account 519		28,159	7
8					8
9	551	Fees on Sale of Accounts Receivable	75,184		9
10		Penalties and Fines	2,414		10
11		Cogeneration Expenses	2,534		11
12		Other- Each Less than 10% of Net Income		1,916	12
13		Total Account 551	80,132	1,916	13
14					14
15		Total Net Account 551	78,216		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 association of any agreement or obligation, show the particulars of each contract of guarantee 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 two 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; NS; SSW				3
4					4
5	Express Marine Transp.	Barge Debt 10-1/4% - Due	9,078 + interest	Sole	5
6	Guarantor: CSXT	May 11, 2004			6
7					7
8					8
9	CSX Lines and Maersk	Rolling Stock Lease Obligation	36,679	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 two 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 agreements. 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 that are 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 % or more of liquid assets (current cash balances, restricted and unrestricted, plus marketable securities).
6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed along with stated and possible sanctions, whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

NOTES AND REMARKS

SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in thousands)

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

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of year
1	751	Loans and Notes Payable	Sch. 200, L. 30	0
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	212,921
3	765 / 767	Funded Debt Unmatured	Sch. 200, L. 41	49,954
4	766	Equipment Obligations	Sch. 200, L. 42	764,494
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	59,306
6	768	Debt in Default	Sch. 200, L. 44	0
7	769	Accounts Payable - Affiliated Companies	Sch. 200, L. 45	7,281
8	770.1 / 770.2	Unamortized Debt Premium	Sch. 200, L. 46	(1,463)
9		Total Debt	Sum L. 1-8	1,092,493
10		Debt Directly Related to Road Property	Note 1.	101,636
11		Debt Directly Related to Equipment	Note 1.	979,674
12		Total Debt Directly Related to Road and Equipment	Sum L. 10 and 11	1,081,310
13		Percent Directly Related to Road	L. 10 + L. 12 (2 decimals)	9.40%
14		Percent Directly Related to Equipment	L. 11 + L. 12 (2 decimals)	90.60%
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	11,183
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	102,687
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	989,806

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	79,395
19	546	Contingent Interest On Funded Debt	Sch. 210, L. 44	188
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	26
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	79,557
22		Interest Directly Related to Road Property Debt	Note 4.	4,667
23		Interest Directly Related to Equipment Debt	Note 4.	67,870
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + L. 23)	7,020
25		Interest On Road Property Debt (Note 5)	L. 22+(L.24xL.13)	5,327
26		Interest On Equipment Debt (Note 5)	L. 23+(L.24xL.14)	74,230
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	5.19%
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	7.50%

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

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

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

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

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

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing or other types 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 the 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 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 transactions 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) for 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	274,569	32,822 P	1
2	CSX Corporation		Controlled	Interest Income	(32,662)		2
3	CSX Corporation		Controlled	Interest Expense	14	P	3
4	CSX Corporation		Controlled	Advance		1,263,683 P	4
5	CSX Intermodal		Common	Operating Agreement - Exp. Credits	(365,187)	25,297 P	5
6	CSX Technology		Common	Management Fees	207,875	41,265 P	6
7	CSX TDSI		Common	Management Fees	43,179	4,503 P	7
8	CSX Transflo		Common	Management Fees	78,867	7,907 P	8
9	CSX Technology		Common	Interest Income	(539)		9
10	CSX Trade Receivable Corp.		Common	Fees on Sale of Accts. Receivable	66,184	39,575 P	10
11	CSX Trade Receivable Corp.		Common	A/R Reserve transferred to CTRC	(52,936)	5,685 P	11
12	CSX Insurance		Common	Interest Expense	2,606	393 P	12
13	CSX Insurance		Common	Advance		115,000 P	13
14							14
15							15
16	Winston Salem Southbound		Direct	Management Fees	82		16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

Note: Please refer to Note 6 page 12A for additional information.

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 the 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 above list of classifications

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 terminals 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 rests 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 on 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 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 an agent for another carrier should not be included in this schedule.

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data

- 1 Give particulars of each of the various classes of equipment which respondent owned or leased during the year
- 2 In column (c), give the number of units purchased new or built in company shops in column (d), give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad
- 3 Units leased to others for a period of one year or more are reportable in column (f). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (f)
- 4 For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals
- 5 A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment
- 6 A "diesel" unit includes all units propelled by diesel internal combustion engines regardless 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 a third rail or overhead contact wire, 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., gas turbine, steam. 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 (j), 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 (f)
Line 6, column (j)	= Line 12, column (f)
Line 7, column (j)	= Line 13, column (f)
Line 8, column (j)	= Line 14, column (f)
Line 9, column (j)	= Line 15, column (f)
Line 10, column (j)	= Line 16, column (f)

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

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

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 but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (b). 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 (a)	MILES OF ROAD OPERATED BY RESPONDENT										Line Owned, Not Operated By Respondent (h)	New Line Constructed During Year (i)	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)							
1		Alabama	1,133					110		1,243	44		1		
2		Connecticut	0		7			62		69			2		
3		District of Columbia	11		8			2		21			3		
4		Delaware	23					20		43			4		
5		Florida	1,618				83	47		1,748	22		5		
6		Georgia	1,484			118		75		1,677	131		6		
7		Illinois	491	35	304			219		1,049	8		7		
8		Indiana	986	120	546			277		1,909	13		8		
9		Kentucky	1,713	64	1	10		49		1,837	8		9		
10		Louisiana	35					8		43			10		
11		Massachusetts	0		288			148		436	2		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		1,055			267		1,322	12		17		
18		North Carolina	1,080				7	52		1,139			18		
19		Ohio	1,028		778		12	465		2,283	38		19		
20		Pennsylvania	421	46	137		5	532		1,141	63		20		
21		South Carolina	1,239		46			17		1,302	12		21		
22		Tennessee	848		16			160		1,024	58		22		
23		Virginia	956	30	9			55		1,050			23		
24		West Virginia	1,277	20	16	14		202		1,529	42		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)	15,456	422	3,494	131		3,657		23,160	461		35		

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc.					Miles of yard switching tracks	TOTAL	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of running tracks*	Miles of way switching tracks			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	15,353	2,392	51	2,104	1,332	4,733	25,965	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		15,456	2,466	51	2,173	1,362	4,898	26,406	8
9										9
10										10
11	2	100%	177	2	0	9	31	34	253	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		422	2	0	18	67	58	567	15
16										16
17										17
18	3A	100%	3,084	1,052	34	300	416	947	5,833	18
19	3AJ	1/2	0	0	0	0	0	1	1	19
20	3B	100%	380	51	1	57	40	165	694	20
21	3BJ	1/3	0	3	0	0	0	0	3	21
22	3A	Quebec	17	0	0	0	0	0	17	22
23	3B	Quebec	13	0	0	0	4	0	17	23
24	TOTAL CLASS 3		3,494	1,106	35	357	460	1,113	6,565	24
25										25
26										26
27	4A	100%	0	0	0	0	1	0	1	27
28	4B	100%	124	22	0	10	73	19	248	28
29	4BJ	1/2	7	0	0	0	0	0	7	29
30	TOTAL CLASS 4		131	22	0	10	74	19	256	30
31										31
32										32
33	5	100%	3,639	1,200	623	302	176	534	6,474	33
34	5J	1/3	0	0	0	1	0	0	1	34
35	5J	1/2	2	0	0	0	0	0	2	35
36	5	Ontario	10	1	0	4	1	6	22	36
37	5	Quebec	6	0	0	0	0	0	6	37
38	TOTAL CLASS 5		3,657	1,201	623	307	177	540	6,505	38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57	TOTAL		23,160	4,797	709	2,865	2,140	6,628	40,299	57
58	Miles of electrified road or track included in preceding grand total	none								58

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

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					
				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 and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
1		Locomotive Units	3,102	65			52	80	2,324	813	3,137	(HP) 11,098,890	44	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	202					16	159	29	188	348,200		4
5	*	Diesel-switching units	3,360	65			52	96	2,508	873	3,381	11,534,090	44	5
6	*	Total (lines 1 to 4) units												6
		Electric-locomotives												7
7	*	Other self-powered units												8
8	*	Total (lines 5, 6 & 7)	3,360	65			52	96	2,508	873	3,381	11,534,090	44	9
9	*	Auxiliary units	192						181	11	192	N/A		10
10	*	TOTAL LOCOMOTIVE UNITS Units (lines 8 & 9)	3,552	65	0	0	52	96	2,689	884	3,573 *	N/A	44	10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING												
Line No	Cross Check	Type or design of units (a)	During Calendar Year					Between Jan 1, 1995 and Dec 31, 1999 (f)	Total (l)			
			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)	2000 (g)					
								2001 (h)	2002 (i)	2003 (j)	2004 (k)	
11	*	Diesel	1,247	425	359	543	602	90	50	65		3,381
12	*	Electric										
13	*	Other self-powered units										
14	*	Total (lines 11 to 13)	1,247	425	359	543	602	90	50	65	0	3,381
15	*	Auxiliary units	11	1	110	52	18					192
16	*	Total Locomotive Units (lines 14 & 15)	1,258	426	469	595	620	90	50	65	0	3,573 *

* 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 units rewritten into property accounts (e)	All other units including reclassification & second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]												17
18		Combined cars [All class C, except CSB]												18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS,PT,PAS,PDS]	0							0				20
21		Dining, grill & tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B,CSB,M,PSA,JA]										N/A		22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0			23
24		Self-Propelled Electric passenger cars [EP, ET]	0								0			24
25		Electric combined cars [EC]	0								0			25
26		Internal combustion rail motorcars [ED, EG]	0								0			26
27		Other self-propelled cars (Specify types)	0								0			27
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0			28
29		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0			29
30		COMPANY SERVICE CARS Business cars [PV]	31						26	5	31	N/A		30
31		Board outfit cars [MWX]	52						34	18	52	N/A		31
32		Derrick & snow removal cars [MWU,MWV,MWW,MWK]	79					3	33	43	76	N/A		32
33		Dump and ballast cars [MWB, MWD]	1,440					75	939	426	1,365	N/A		33
34		Other maintenance and service equipment cars	4,575	0	0	0	502	116	3,514	1,447	4,961	N/A		34
35		TOTAL (lines 30 to 34)	6,177	0	0	0	502	194	4,546	1,939	6,485	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100 - B287)	0						36
37		Plain box cars - 50' and longer (B300 - B887)	13						37
38		Equipped box cars (All code A) Except A_5_	17,583					72	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	7,667						39
40		Equipped gondola cars (All code E)	24,907					163	40
41		Covered hopper cars (All code C_1_C_2_)	18,123					52	41
42		Open top hopper cars-general service (All code H)	16,779						42
43		Open top hopper cars-special service (All codes K,J-0)	8,387					109	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_	1,234						45
46		Flat cars - TOFC/COFC (All code P & Q & S) except Q8-	298					1	46
47		Flat cars - multi-level (All code V)	13,904					0	47
48		Flat cars-general service F10_, F20_, F30_	20						48
49		Flat cars-other F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_7_, F_8_, F40_	5,721					70	49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	4						50
51		Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9)	0						51
52		All other freight cars A_5_ (All code L & Q8)	809						52
53		TOTAL (lines 36 to 52)	115,449		0	0	0	467	53
54		Caboose (All code M-930)	N/A	288					54
55		TOTAL (lines 53 & 54)	115,449	288	0	0	0	467	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36									36
37		2	11	0	11		734		37
38		840	10,073	6,742	16,815		1,206,012		38
39		60	3,703	3,904	7,607		835,281		39
40		1,307	11,800	11,963	23,763		2,285,510		40
41		446	10,849	6,880	17,729		1,720,150		41
42		2,756	6,881	7,142	14,023		1,403,909		42
43		304	6,893	1,299	8,192		740,816		43
44									44
45		43	2	1,189	1,191		81,335		45
46			260	39	299		71,461		46
47		127		13,777	13,777		492,802		47
48		6		14	14		992		48
49		46	657	5,088	5,745		463,019		49
50				4	4		400		50
51									51
52		164	643	2	645		45,428		52
53		6,101	51,772	58,043	109,815	0	9,347,849	0	53
54		28	201	59	N/A		N/A		54
55		6,129	51,973	58,102	109,815	0	9,347,849	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_	4,068						59
60		Dry van U2_,Z2_,Z6_,1-6	8,924						60
61		Flat bed U3_,Z3_							61
62		Open top U4_,Z4_	3						62
63		Mechanical refrigerator U5_,Z5_	194						63
64		Bulk U0_ & Z0_	91						64
65		Insulated U7_,Z7_	1,141						65
66		Tank (1) Z0_, U6_	1						66
67		Other trailer and container (Special Equipped Dry Van U9_,Z8_ & Z9_)	1,536					2,645	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	15,958					2,645	70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a 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)	
56					N/A				56
57					N/A				57
58					N/A				58
59		70	181	3,817	3,998				59
60		499	1,352	7,073	8,425				60
61									61
62				3	3				62
63		13	177	4	181				63
64		88	2	1	3				64
65		18	830	293	1,123				65
66		1		0	0				66
67		305	2,193	1,683	3,876				67
68									68
69									69
70		994	4,735	12,874	17,609				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 this 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), or steel boxcars-special service (XAP), etc. For TOFC/COFC show the 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. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. 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 in part with incentive per diem funds should be reported on separate lines and be 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	65	14,040	108,765	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	65	N/A	108,765	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	65	N/A	108,765	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:

- 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, turnouts, and crossovers shall be included in categories A, B, C, D, F or 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 it is dedicated entirely to passenger service, category F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track mile * (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No
1	A	11,832	39.84	45.55	53.3	1
2	B	7,383	12.33	41.47	24.2	2
3	C	3,022	2.83	31.89	19.0	3
4	D	3,506	0.19	20.37	7.9	4
5	E	8,051	XXXXXXX	XXXXXXX		5
6	TOTAL	33,794	22.11	39.35	104.4	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 (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply storage and seasoning yards, and in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of crossties laid in replacement										Crossties switch and bridge ties % of spot maintenance (k)	Line No.
		New ties			Second-hand ties								
		Wooden		Concrete	Other	Wooden		Other					
		Treated (b)	Untreated (c)	(d)	(e)	Treated (f)	Untreated (g)	(h)					
		Total (i)	Switch and bridge ties (board feet) (j)	Total (k)									
1	A	1,410,407		69,230		176			1,479,813	3,033,099	0.03 *	1	
2	B	802,968				182			803,160	713,891	0.05 *	2	
3	C	229,646				600			230,046	327,677	0.17 *	3	
4	D	147,937				5,706			153,643	149,315	0.65 *	4	
5	E	215,724				12,663			228,387	1,685,306	0.33 *	5	
6	TOTAL	2,806,682		69,230		19,227			2,895,039	5,909,288	0.20 *	6	
7	F											7	
8	Potential abandonments								0			8	
9	Average cost per crosstie	\$ 41.84	and switchtie (MBM)				\$ 2,233				* Estimate		

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 or treatment, should not be included in this schedule

Line No.	Class of tie (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	22,900	23.58	3,658	50,328	953	48	NEW	1
2	T	148	7.60	8				RELAY	2
3	S	581	82.22	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	23,610	24.37	3,898	50,328	953	48		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					8.14			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					1.73			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 that are considered to be spot maintenance.
3. In line 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, 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 (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)				
1	A	658.45		26.37		683.82	0.00	0.81 *	1		
2	B	107.05		20.38		127.43	0.00	3.09 *	2		
3	C	4.90		13.38		18.28	0.00	60.50 *	3		
4	D	22.36		11.88		34.74	0.00	79.80 *	4		
5	E	3.57		60.11		63.68	0.00	72.50 *	5		
6	TOTAL	796.33		131.12		927.95	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	\$	418.00	Relay	\$	328.00	9	

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 to 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, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

Line No	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc during year (d)	Average cost per ton (2,000 lb.) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)				
1	2	115	3,799	1,690,671	445	115	22	9,692	445	1	
2	2	122	1,150	524,819	456	122	18	8,100	456	2	
3	2	132	50	22,316	448	132	4	1,891	448	3	
4	2	136	757	319,959	422	136	4	1,543	422	4	
5	2	141	86,666	36,727,306	424	141	7,088	3,003,661	424	5	
6	4	115	4,357	327,209	75	115	1,197	89,883	75	6	
7	4	122	651	44,170	68	122	17	1,151	68	7	
8	4	127	0	0	0	127	141	9,165	65	8	
9	4	131	334	21,031	63	131	104	6,573	63	9	
10	4	132	3,166	212,293	67	132	779	52,247	67	10	
11	4	136	290	22,333	77	136	4	338	77	11	
12	4	140	159	9,418	110	140	2	112	59	12	
13	4	141	31	1,741	55	141	3	142	55	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	
31										31	
32										32	
33										33	
34										34	
35										35	
36										35	
37	Total	N/A	101,410	39,923,266	394	N/A	9,383	3,184,498	339	36	
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								6.14	37	
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								1.73	38	
40	Track-miles of welded rail installed on system this year				458	total to date				25,775	39

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by 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 rights or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	75	18.48			1
2	80	38.12			2
3	85	56.72			3
4	90	212.04			4
5	100	1,102.35			5
6	105	252.48			6
7	110	88.48			7
8	112	939.55			8
9	115	2,775.85			9
10	122	2,824.37			10
11	130	809.50			11
12	131	1,548.36			12
13	132	6,442.28			13
14	133	212.15			14
15	136	3,370.80			15
16	140	2,332.36			16
17	155	47.61			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	23,071.50			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		Percent replaced		Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced	Switch and Bridge ties (board feet) (c)	Crossties (d)	Switch and Bridge ties (board feet) (e)	Miles of rail replaced (rail-miles) (f)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (i)	
1	A	1,479,813	3,033,099	4.3	3.6 *	683.82	2.89	1,001,200	3,818	32.3	1
2	B	803,150	713,891	3.8	1.1 *	127.43	0.86	396,200	1,511	20.5	2
3	C	203,046	327,677	2.6	0.9 *	18.28	0.30	83,600	319	10.6	3
4	D	153,843	149,315	1.6	0.7 *	34.75	0.50	157,100	599	17.1	4
5	E	228,387	1,685,306	1.1	2.0 *	63.68	0.40	31,900	243	3.0	5
6	TOTAL	2,868,039	5,909,288	3.1	1.8 *	927.95	1.37	1,670,000	6,490	19.2	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)	(b)	
1	Freight		514,107,567	1
2	Passenger			2
3	Yard switching		56,172,596	3
4	TOTAL		570,280,163	4
5	COST OF FUEL \$(000)		\$ 448,824	5
6	Work Train		1,159,000	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 passengers, 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 locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (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 and 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 the 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 sources, compute weight in tons (2,000 pounds). 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 sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude local shipment of freight handled in mixed baggage express cars. Total Ton-Miles of revenue freight should correspond to the ton-miles reported on Form CBS.
- (M) Road service represents elapse 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 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 carmer's property from destruction, trains run for transporting the carmer's employees to and from work when no transportation charge is made, wrecking 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 while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way-train to the destination point, the total count of loaded cars would be four. Two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carmer, etc., when a tariff provision requires that the shipper or motor carmer, etc., and not the railroad perform that service. Note the count should reflect the trailer/containers for which expenses are reported in Schedule 417 Line 2 Column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads, whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

Surplus cars are cars which are in serviceable condition 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)	23,160		1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	21,293,248	XXXXXX	2
3		2-02 Way Trains	12,011,440	XXXXXX	3
4		2-03 Through Trains	62,695,831	0	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	96,000,519	0	5
6		2-05 Motorcars (C)	0	0	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	96,000,519	0	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	41,336,329	XXXXXX	8
9		3-02 Way Trains	18,362,202	XXXXXX	9
10		3-03 Through Trains	140,966,052	0	10
11		3-04 TOTAL (lines 8-10)	200,664,583	0	11
12		3-11 Train Switching (F)	9,392,506	XXXXXX	12
13		3-21 Yard Switching (G)	14,477,958	0	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	224,535,047	0	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	7,376	XXXXXX	16
17		4-012 Box-Equipped	269,129	XXXXXX	17
18		4-013 Gondola-Plain	105,642	XXXXXX	18
19		4-014 Gondola-Equipped	175,792	XXXXXX	19
20		4-015 Hopper-Covered	192,642	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	149,753	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	59,392	XXXXXX	22
23		4-018 Refrigerator-Mechanical	17,661	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	35,034	XXXXXX	24
25		4-020 Flat-TOFC/COFC	176,302	XXXXXX	25
26		4-021 Flat-Multi-Level	31,814	XXXXXX	26
27		4-022 Flat-General Service	439	XXXXXX	27
28		4-023 Flat-All Other	40,456	XXXXXX	28
29		4-024 All Other Car Types-Total	4,781	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,266,213	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No
		4-11 RR Owned and Leased Cars-Empty	0	XXXXXX	
31		4-110 Box-Plain 40-Foot	0	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	7,078	XXXXXX	32
33		4-112 Box-Equipped	249,065	XXXXXX	33
34		4-113 Gondola-Plain	103,609	XXXXXX	34
35		4-114 Gondola Equipped	169,440	XXXXXX	35
36		4-115 Hopper-Covered	192,731	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	151,157	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	64,637	XXXXXX	38
39		4-118 Refrigerator-Mechanical	15,690	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	33,154	XXXXXX	40
41		4-120 Flat-TOFC/COFC	27,548	XXXXXX	41
42		4-121 Flat-Multi-level	18,701	XXXXXX	42
43		4-122 Flat-General Service	402	XXXXXX	43
44		4-123 Flat-All Other	39,999	XXXXXX	44
45		4-124 All Other Car Types	4,067	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	1,077,278	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	31,918	XXXXXX	48
49		4-132 Box-Equipped	2,786	XXXXXX	49
50		4-133 Gondola-Plain	103,767	XXXXXX	50
51		4-134 Gondola-Equipped	10,888	XXXXXX	51
52		4-135 Hopper-Covered	321,666	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	67,445	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	163,288	XXXXXX	54
55		4-138 Refrigerator-Mechanical	14,148	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	8,344	XXXXXX	56
57		4-140 Flat-TOFC/COFC	320,992	XXXXXX	57
58		4-141 Flat-Multi-level	305,808	XXXXXX	58
59		4-142 Flat-General Service	138	XXXXXX	59
60		4-143 Flat-All Other	61,194	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	155,459	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	125,613	XXXXXX	62
63		4-146 All Other Car Types	5,029	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,698,483	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)			
65		4-150 Box-Plain 40-Foot	0	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	20,068	XXXXXX	66
67		4-152 Box-Equipped	2,372	XXXXXX	67
68		4-153 Gondola-Plain	103,487	XXXXXX	68
69		4-154 Gondola-Equipped	10,855	XXXXXX	69
70		4-155 Hopper-Covered	281,531	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	63,734	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	166,449	XXXXXX	72
73		4-158 Refrigerator-Mechanical	8,370	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	8,074	XXXXXX	74
75		4-160 Flat-TOFC/COFC	35,272	XXXXXX	75
76		4-161 Flat-Multi-level	156,434	XXXXXX	76
77		4-162 Flat-General Service	155	XXXXXX	77
78		4-163 Flat-All Other	48,753	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	151,119	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	125,019	XXXXXX	80
81		4-166 All Other Car Types	3,056	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	1,184,748	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	26,086	XXXXXX	83
84		4-18 No Payment Car-Miles (I)1	226,487	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit-Trains	1,690,684	XXXXXX	85
86		4-192 Way-Trains	278,783	XXXXXX	86
87		4-193 Through Trains	3,508,828	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	5,479,295	XXXXXX	88
89		4-20 Caboose Miles	1,023	XXXXXX	89

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

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	32,779,315		98
		6-02 Freight Trains, Crs , Cnts , and Caboose			
99		6-020 Unit Trains	136,490,550	XXXXXX	99
100		6-021 Way Trains	18,863,166	XXXXXX	100
101		6-022 Through Trains	279,125,210	XXXXXX	101
102		6-03 Passenger-Trains, Crs , Cnts , and Caboose			102
103		6-04 Non-Revenue	2,134,488	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	469,392,729		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	442,092	XXXXXX	105
106		7-02 Non-Revenue	1,410	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	443,502	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue-Road Service	228,175,827	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108,109)	228,175,827	XXXXXX	110
111		8-04 Non-Revenue-Road Service	227,215	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111,112)	227,215	XXXXXX	113
114		8-07 TOTAL-Revenue & Non-Revenue (lines 110,113)	228,403,042	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	4,555,196	XXXXXX	115
116		9-02 Train Switching	886,903	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,412,994	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	331,208	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,132,277	XXXXXX	120
121		12-02 Way Trains	8,281,712	XXXXXX	121
122		12-03 Through Trains	8,593,712	XXXXXX	122
123		13 TOFC/COFC-No of Rev. Trlrs & Cntrs Lded & Unlded (Q)		XXXXXX	123
124		14 Multi-level Cars-No of Motor Vehicles Lded & Unlded	4,705,354	XXXXXX	124
125		15 TOFC/COFC-No of Rev. Trailers Picked Up & Delivered		XXXXXX	125
		16 Revenue Tons-Marine Terminal (S)			
126		16-01 Marine Terminals-Coal	6,756,700	XXXXXX	126
127		16-02 Marine Terminals-Ore	26,211	XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)	6,782,911	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	28,862	XXXXXX	130
131		17-02 Unserviceable	98	XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	28,960	XXXXXX	133

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 over 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 or her 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 or she knows that such books have been kept in good faith during the period covered by this report, that he or she knows that the entries contained in this report relate to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she 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, 2001, to and including December 27, 2002.


(signature of affiant)

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

26th day of March, 2003. My commission expires July 29, 2006

Use an
L.S.

impression seal

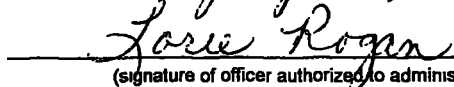


Lorie Rogan
MY COMMISSION # DD109647 EXPIRES
July 29, 2006

BONDED THRU TROY FAIN INSURANCE, INC.

SUPPLEMENTAL OATH

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


(signature of officer authorized to administer oaths)

State of FLORIDA
County of DUVAL

M. J. Ward makes oath and says that he (she) is Chairman of the Board, President, and Chief Executive Officer
(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 or she has carefully examined the foregoing report; that he or she 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, 2001, to and including December 27, 2002.


(signature of affiant)

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

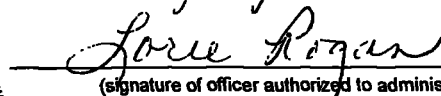
26th day of March, 2003. My commission expires July 29, 2006

Use an
L.S.

impression seal

Lorie Rogan
MY COMMISSION # DD109647 EXPIRES
July 29, 2006




(signature of officer authorized to administer oaths)

INDEX

	Page No.
Accumulated depreciation	
Road and equipment leased	
From others	38
Improvements to	38
To others	41
Owned and used	35
Accruals-railway tax	63
Analysis of taxes	63
Application of funds-Source	21
Balance sheet	5-9
Capital stock	20
Car, locomotive, and floating equipment-Classification	78-83
Changes in financial position	21-22
Company service equipment	79
Compensating balances and short-term borrowing arrangements	67
Consumption of fuel by motive power units	91
Contingent assets and liabilities	8
Crossties (see Ties)	
Debt holdings	69
Depreciation base and rates	
Road and equipment leased	
From others	34
Improvements to	32-33
To others	40
Owned and used	34
Electric locomotive equipment at close of year	68
Equipment-classified	78-83
Company service	79
Floating	82-83
Freight-train cars	80-81
Highway revenue equipment	82-83
Passenger-train cars	78-79
Inventory	78-83
Owned-not in service of respondent	78
Equipment-Leased, depreciation base and rate	
From others	34
Improvements to	37
Reserve	38
To others	40
Reserve	41
Equipment owned, depreciation base rates	34
Reserve	35
Expenses-railway operating	45-53
Extraordinary items	17
Federal income taxes	63
Financial position-changes in	21-22
Floating equipment	82-83
Freight cars loaded	94
Freight-train cars	80-81
Freight car-miles	94
Fuel consumed diesel	91
Cost	91
Funded debt (see Debt holdings)	
Guaranties and suretyships	66
Identity of respondent	2
Items in selected income and retained earnings accounts	65
Investments in common stocks of affiliated companies	30
Investments and advances of affiliated companies	26-29
Railway property used in transportation service	42-43
Road and equipment	32-33
Changes during year	32-33
Leased property-improvements made during the year	32-33
Leases	61
Locomotive equipment	78
Electric and other	78
Consumption of diesel fuel	91
Locomotive unit miles	94

INDEX

	Page No.
Mileage-Average of road operated _____	85
Of new tracks in which rails were laid _____	88
Of new tracks in which ties were laid _____	87
Miscellaneous items in retained income accounts for the year _____	65
Motorcar car miles _____	94
Motor rail cars owned or leased _____	79
Net income _____	17
Oath _____	98
Operating expenses (see Expenses)	
Revenues (see Revenues)	
Statistics (see Statistics)	
Ordinary income _____	16
Private line cars loaded _____	95
Private line cars empty _____	95
Rails	
Laid in replacement _____	88
Charges to operating expenses _____	45
Additional tracks, new lines, and extensions _____	89
Miles of new tracks in which rails were laid _____	88
Weight of _____	89
Railway-Operating expenses _____	45-53
Railway-Operating revenues _____	16
Results of operations _____	16-17
Retained income unappropriated _____	19
Miscellaneous items in accounts for year _____	65
Revenues	
Freight _____	16
Passenger _____	16
Road and Equipment-Investment in _____	32-33
Improvements to leased property _____	32-33
Reserve _____	38
Leased to others-Depreciation base and rates _____	40
Reserve _____	41
Owned-Depreciated base and rates _____	34
Reserve _____	35
Used-Depreciation base and rates _____	34
Reserve _____	35
Road-Mileage operated at close of year _____	74
By states and territories _____	75
Securities (see investments)	
Short-term borrowing arrangements-compensating balances and _____	67
Sinking funds _____	7
Source and application of working capital _____	21-22
Specialized service subschedule _____	60
Statement of changes in financial position _____	21-22
Stock outstanding _____	20
Changes during year _____	20
Number of security holders _____	3
Total voting power _____	3-4
Value per share _____	3
Voting rights _____	3
Supporting schedule-road _____	56-57
Suretyships-Guaranties and _____	66
Ties laid in replacement _____	86
Ties-Additional tracks, new lines, and extensions _____	87
Tracks operated at close of year _____	74
Miles of, at close of year _____	75
Track and traffic conditions _____	85
Train hours, yard switching _____	97
Train miles _____	94
Tons of freight _____	97
Ton-miles of freight _____	97
TOFC/COFC number of revenue trailers and containers loaded & unloaded _____	97
Voting powers and elections _____	3
Weight of rail _____	90

RECEIVED
SURFACE TRANSPORTATION
BOARD 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.

2003 APR 12 12:26
OFFICE OF ECONOMICS
DIRECTOR'S OFFICE

OATH

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 or her 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 or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she 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, 2001, to and including December 27, 2002.

Fredrick Fawcett
(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this
26th day of March, 2003 My commission expires July 29, 2006

Use an
L S
impression seal

Lorie Rogan
(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 (she) is Chairman of the Board, President, and Chief Executive Officer
(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 or she has carefully examined the foregoing report; that he or she 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, 2001, to and including December 27, 2002

Michael Ward
(signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and County above named, this
26th day of March, 2003 My commission expires July 29, 2006

Use an
L S
impression seal

Lorie Rogan
(signature of officer authorized to administer oaths)



Lorie Rogan
MY COMMISSION # DD109647 EXPIRES
July 29, 2006
BONDED THRU TROY FAIN INSURANCE, INC.

RECEIVED
SURFACE TRANSPORTATION
BOARD

2003 APR - 1 A 12:26
OFFICE OF ECONOMICS
DIRECTOR'S OFFICE

Lorie Rogan
MY COMMISSION # DD109647 EXPIRES
July 29, 2006
BONDED THRU TROY FAIN INSURANCE, INC.



**250 - CONSOLIDATED INFORMATION
FOR REVENUE ADEQUACY DETERMINATION
(Dollars in Thousands)**

Line No	Item (a)	Beginning of year (b)	End of year (c)
1	Adjusted Net Railway Operating Income For Reporting Entity		
	Combined/Consolidated Net Railway Operating Income for Reporting Entity		528,343
2	Add Interest Income from Working Capital Allowance - Cash Portion		0
3	Income Taxes Associated with Non-Rail Income and Deductions	N/A	6,990
4	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		48,067
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		583,400
6	Adjusted Investment in Railroad Property for Reporting Entity		
	Combined Investment in Railroad Property Used in Transportation Service	14,107,409	14,448,471
7	Less Interest During Construction	0	0
8	Other Elements of Investment (if debit balance)	0	0
9	Add Net Rail Assets of Rail-Related Affiliates		
10	Working Capital Allowance	140,362	120,125
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	14,247,771	14,568,596
12	Less Accumulated Deferred Income Tax Credits	3,107,844	3,313,752
13	Net Investment Base (Line 11 - 12)	11,139,927	11,254,844

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company

Name of Affiliate	Nature of Business
See Attached Sheet	

CSX TRANSPORTATION INC.
(SUMMARY OF R-1 REVISIONS TO STB SINCE ORIGINAL FILING DATE)

As of April 22, 2003

Page No.	Sch. No.	Line No.	As Reported	As Revised	Net Change	Comments
89	724	1 (d)	1,690,671	1,691	(1,688,980)	Clerical Error
89	724	2 (d)	524,819	525	(524,294)	Clerical Error
89	724	3 (d)	22,316	22	(22,294)	Clerical Error
89	724	4 (d)	319,959	320	(319,639)	Clerical Error
89	724	5(d)	36,727,306	36,727	(36,690,579)	Clerical Error
89	724	6 (d)	327,209	327	(326,882)	Clerical Error
89	724	7 (d)	44,170	44	(44,126)	Clerical Error
89	724	9 (d)	21,031	21	(21,010)	Clerical Error
89	724	10 (d)	212,293	212	(212,081)	Clerical Error
89	724	11 (d)	22,333	22	(22,311)	Clerical Error
89	724	12 (d)	9,418	10	(9,408)	Clerical Error
89	724	13 (d)	1,741	2	(1,739)	Clerical Error
89	724	37 (d)	39,923,266	39,923	(39,883,343)	Total Line
89	724	1 (h)	9,692	10	(9,682)	Clerical Error
89	724	2 (h)	8,100	8	(8,092)	Clerical Error
89	724	3 (h)	1,891	2	(1,889)	Clerical Error
89	724	4 (h)	1,543	1	(1,542)	Clerical Error
89	724	5 (h)	3,003,661	3,004	(3,000,657)	Clerical Error
89	724	6 (h)	89,883	90	(89,793)	Clerical Error
89	724	7 (h)	1,151	1	(1,150)	Clerical Error
89	724	8 (h)	9,165	9	(9,156)	Clerical Error
89	724	9 (h)	6,573	7	(6,566)	Clerical Error
89	724	10 (h)	52,247	52	(52,195)	Clerical Error
89	724	11 (h)	338	0	(338)	Clerical Error
89	724	12 (h)	112	0	(112)	Clerical Error
89	724	13 (h)	142	0	(142)	Clerical Error
89	724	36 (h)	3,184,498	3,184	(3,181,314)	Total Line

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 OFFICE OF ECONOMICS
 DIRECTOR'S OFFICE

22

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15. 15. 15.

16. 16. 16.

78

Revised 5/22/83

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 at Close of Year				Leased to others (i)	Line No
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent (col (h) & (i))	Aggregate capacity of units reported in col (i) (See line 7) (k)	
1		Locomotive Units	3,102	65			52	80	2,326	813	3,139	11,104,880 (HP)	44
2		Diesel freight units	2							2	2	8,030	2
3		Diesel passenger units	54						25	28	54	81,000	3
4		Diesel multi purpose units	202					16	157	29	186	342,200	4
5	*	Diesel switching units	3,360	65			52	96	2,508	873	3,381	11,534,080	44
6	*	Total (lines 1 to 4) units											8
7	*	Electro-locomotives											7
8	*	Other self-powered units	3,360	65			52	96	2,508	873	3,381	11,534,080	44
9	*	Total (lines 5, 6 & 7) units	192						181	11	192	N/A	9
10	*	Auxiliary units											10
		TOTAL LOCOMOTIVE UNITS											
		Units (lines 8 & 9)	3,552	65	0	0	52	96	2,689	884	3,573 *	N/A	44

Road Initials: CSXT Year: 2002

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

Line No	Cross Check	Type or design of units (a)	Before Jan. 1, 1980 (b)	During Calendar Year				Total (i)	Line No
				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, 1999 (e)	Between Jan. 1, 1995 and Dec 31, 1999 (f)		
11	*	Diesel	1,247	425	359	543	602	3,381	11
12	*	Electric							12
13	*	Other self-powered units							13
14	*	Total (lines 11 to 13)	1,247	425	359	543	602	3,381	14
15	*	Auxiliary units	11	1	110	52	18	192	15
16	*	Total Locomotive Units (lines 14 & 15)	1,259	426	469	595	620	3,573 *	16

* 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 at Close of Year					Line No.
				Units installed					Units at Close of Year					
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired & rebuilt into property accounts (e)	All other units including reclassification & second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned, leased, or leased, including reclassification (g)	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) (k)	Leased to others (l)	
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PC]											17	
18		Combined cars [AI class C, except CSB]												18
19		Parker cars [PBC, PC, PE, PF]												19
20		Sleeping cars [PS, PT, PAS, POS] Dining, grill & tavern cars [AI class D, PD]	0								0			20
21		Non-passenger-carrying cars [AI class B, CSB, MPSA, A]											N/A	21
22		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0		N/A	22
23		Self-Propelled Electric passenger cars [EB, ET]	0								0			23
24		Electric combined cars [EC]	0								0			24
25		Internal combustion rail motors [ED, EG]	0								0			25
26		Other self-propelled cars (Specify types)	0								0			26
27		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0			27
28		TOTAL (lines 23 and 28)	0	0	0	0	0	0	0	0	0			28
29		COMPANY SERVICE CARS												29
30		Business cars [PV]	31						26	5	31		N/A	30
31		Board outfit cars [MWX]	52						34	18	52		N/A	31
32		Derrick & snow removal cars [MWU, MWV, MWV, MWV]	79						33	43	76		N/A	32
33		Dump and ballast cars [MWV, MWV]	1,440						939	426	1,365		N/A	33
34		Other maintenance and service equipment cars	4,575	0	0	0	502	118	3,514	1,447	4,961		N/A	34
35		TOTAL (lines 30 to 34)	6,177	0	0	0	502	194	4,546	1,939	6,485		N/A	35

Road Initials: CSXT Year: 2002

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, incl. reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100 - B287)	0						36
37		Plain box cars - 50' and longer (B300 - B887)	13						37
38		Equipped box cars (All code A) Except A_5_	17,583					72	38
39		Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4)	7,667						39
40		Equipped gondola cars (All code E)	24,907					163	40
41		Covered hopper cars (All code C_1_C_2_)	18,123					52	41
42		Open top hopper cars-general service (All code H)	16,778						42
43		Open top hopper cars-special service (All codes K,J-Q)	8,367					109	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_	1,234						45
46		Flat cars - TOPC/COFC (All code P & Q & S) except Q8-	298					1	46
47		Flat cars - multi-level (All code V)	13,804					0	47
48		Flat cars-general service F10_, F20_, F30_	20						48
49		Flat cars-other F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_7_, F_8_, F40_	5,721					70	49
50		Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5)	4						50
51		Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9)	0						51
52		All other freight cars A_5_ (All code L & Q8)	808						52
53		TOTAL (lines 36 to 52)	115,449		0	0	0	467	53
54		Caboose (All code M-930)	N/A	288					54
55		TOTAL (lines 53 & 54)	115,449	288	0	0	0	467	55

710. INVENTORY OF EQUIPMENT - Continued

Revised 5/22/03

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 customarily carry.

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in columns (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36									36
37		2	11	0	11		734		37
38		840	10,073	6,742	16,815		1,206,012		38
39		60	3,703	3,904	7,607		835,281		39
40		1,307	11,800	11,963	23,763		2,285,510		40
41		446	10,849	8,880	17,729		1,720,150		41
42		2,756	8,881	7,142	14,023		1,403,909		42
43		304	8,893	1,299	8,192		740,818		43
44									44
45		43	2	1,189	1,191		81,335		45
46			260	39	299		71,481		46
47		127		13,777	13,777		492,802		47
48		8		14	14		992		48
49		48	857	5,088	5,745		463,019		49
50				4	4		400		50
51									51
52		164	643	2	645		45,426		52
53		8,101	51,772	58,043	109,815	0	8,347,849	0	53
54		28	201	59	N/A	280	N/A		54
55		6,129	51,973	58,102	109,815	280	8,347,849	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_	4,068						59
60		Dry van U2_, Z2_, Z6_, 1-6	8,924						60
61		Flat bed U3_, Z3_							61
62		Open top U4_, Z4_	3						62
63		Mechanical refrigerator U5_, Z5_	194						63
64		Bulk U0_ & Z0_	91						64
65		Insulated U7_, Z7_	1,141						65
66		Tank (1) Z0_, U6_	1						66
67		Other trailer and container (Special Equipped Dry Van U9_, Z8_ & Z9_)	1,538					2,645	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	15,958					2,645	70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a 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		70	181	3,817	3,998				59
60		499	1,352	7,073	8,425				60
61									61
62				3	3				62
63		13	177	4	181				63
64		88	2	1	3				64
65		18	830	293	1,123				65
66		1		0	0				66
67		305	2,193	1,683	3,876				67
68									68
69									69
70		994	4,735	12,874	17,609				70

NOTES AND REMARKS

726. SUMMARY OF TRACK REPLACEMENTS

Revised 5/22/03

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

Line No.	Track category (a)	Ties				Rail		Ballast Cubic yards of ballast placed (h)	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (j)	
		Crossties (b)	Switch and Bridge ties (board feet) (c)	Crossties (d)	Switch and Bridge ties (board feet) (e)						
1	A	1,479,813	3,033,089	4.3	3.8 *	683.82	2.89	1,001,200	3,818	32.3	1
2	B	803,150	713,891	3.8	1.1 *	127.43	0.86	398,200	1,511	20.5	2
3	C	230,046	327,877	2.6	0.9 *	18.28	0.30	83,600	319	10.6	3
4	D	153,843	149,315	1.6	0.7 *	34.74	0.50	157,100	599	17.1	4
5	E	228,387	1,865,306	1.1	2.0 *	63.86	0.40	31,900	243	3.0	5
6	TOTAL	2,895,039	5,909,288	3.1	1.8 *	927.95	1.37	1,670,000	6,490	19.2	6
7	F										7
8	Potential abandonments										8

* Estimate

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

LOCOMOTIVES			
Line No.	Kind of locomotive service (a)	Diesel	
		Diesel oil (gallons) (b)	Line No.
1	Freight	514,107,587	1
2	Passenger		2
3	Yard switching	56,172,596	3
4	TOTAL	570,280,183	4
5	COST OF FUEL \$(000)	\$ 448,824	5
6	Work Train	1,159,000	6

Road Initials: CSXT Year: 2002

89

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

(Dollars in thousands)

Revised 4/22/03

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 to 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, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc. during year (d)	Average cost per ton (2,000 lb.) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)	
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)			
1	2	115	3,799	1,601	445	115	22	10	445	1
2	2	122	1,160	525	456	122	18	8	456	2
3	2	132	50	22	448	132	4	2	448	3
4	2	136	757	320	422	136	4	1	422	4
5	2	141	66,666	36,727	424	141	7,088	3,004	424	5
6	4	115	4,357	327	75	115	1,197	90	75	6
7	4	122	651	44	68	122	17	1	68	7
8	4	127	0	0	0	127	141	8	66	8
9	4	131	334	21	63	131	104	7	63	9
10	4	132	3,166	212	67	132	779	62	67	10
11	4	136	280	22	77	136	4	0	77	11
12	4	140	159	10	110	140	2	0	59	12
13	4	141	31	2	55	141	3	0	55	13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
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29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37	Total	N/A	101,410	38,923	0	N/A	8,383	3,184	0	36
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.								6.14	37
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								1.73	38
40	Track-miles of welded rail installed on system this year					458	total to date		25,775	39

FAX TRANSMISSION 202 565 9000
 CSXT
 TO Paul Aguirre
 COMPANY _____ VERIFY (Y/N)
 PHONE # _____ FAX # _____
 FROM Clive McHenry # PAGES 5
 PHONE # 904 633 4861 FAX # _____

Road Initials: CSXT Year: 2002

250 - CONSOLIDATED INFORMATION
FOR REVENUE ADEQUACY DETERMINATION
(Dollars in Thousands)

Line No.	Item (a)	Beginning of year (b)	End of year (c)
1	Adjusted Net Railway Operating Income For Reporting Entity	N/A	
	Combined/Consolidated Net Railway Operating Income for Reporting Entity		528,343
2	Add: Interest Income from Working Capital Allowance - Cash Portion		0
3	Income Taxes Associated with Non-Rail Income and Deductions		6,990
4	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		48,067
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		583,400
6	Adjusted Investment in Railroad Property for Reporting Entity		
	Combined Investment in Railroad Property Used in Transportation Service	14,107,409	14,448,471
7	Less: Interest During Construction	0	0
8	Other Elements of Investment (if debit balance)	0	0
9	Add: Net Rail Assets of Rail-Related Affiliates		
10	Working Capital Allowance	140,362	120,125
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	14,247,771	14,568,596
12	Less: Accumulated Deferred Income Tax Credits	3,107,844	3,313,752
13	Net Investment Base (Line 11 - 12)	11,139,927	11,254,844

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

SCHEDULE 250 - PART B
Determination of Nonrail Taxes

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3.

Part I - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES)

(1)	Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes) Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity.	
	Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity	479,373
	- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity	1,876
	- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend)	0
	= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below	477,497
(2)	Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.	
	Net Railroad Operating Income (Loss) - Schedule 210, Line 67	528,343
	+ Current provisions for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provisions for Deferred Taxes	183,334
	+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity	0
	+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity	26
	- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity	79,395
	- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1)	-
	= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in Item (3) below	632,308
(3)	Calculate the railroad-related tax ratio: "B/A"	132.42
(4)	Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio	-32.42
(5)	Compute the nonrailroad portion of the total provisions for taxes This equals:	
	The Nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity	6,990

PART II - DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES (EXCLUDES ALL AFFILIATED RAILROADS)

(6) This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies

PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES

(7) This is determined as follows

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)	6,990
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above)	-
Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)	6,990

<u>Name of Affiliate</u>	<u>Nature of Business</u>
Allegheny and Western Railway Company	Transportation
The Atlantic Land and Improvement Company	Real Estate
The Baltimore and Cumberland Valley Rail Road Extension Company	Transportation
The Baltimore and Ohio Chicago Terminal Railroad Company	Transportation
Boca Bay Properties, Inc.	Real Estate
Buffalo, Rochester and Pittsburg Railway Company	Transportation
CSX Capital Management, Inc.	Management Services
CSX Fiber Networks, LLC	Fiber Optic Telecommunications
CSX Rail Benenfits Company	Transportation
CSX Realty Development, LLC	Real Estate
CSX Resources, Inc.- Georgetown	Real Estate
CSX Tower II Properties, Inc.	Real Estate
CSX Transportation (UK) Limited *	Transportation
CSXT Intellectual Properties Corporation	Intellectual Property
CSXT Environmental Corporation	Research and Development
The Carrollton Railroad	Transportation
The Cincinnati Inter-Terminal Railroad Company	Transportation
Curtis Bay Company	Real Estate
Cybernetics and Systems, Inc.	Computer Services
Dayton and Michigan Railroad Company	Transportation
Distribution Services, Inc.	Bulk Distribution Services
Dependable Rail Service, Inc. *	Transportation
DOCP Holdings, Inc	Real Estate
EcoTrans Technologies, LLC	Research and Development
Energy Resources and Logistics, Inc	Co-generation
ER&L Thames, Inc.	Co-generation
FGMR, Inc.	Equipment financing
Fruit Growers Express Company	Railroad Equipment
Gainesville Midland Railroad Company	Transportation
Harborside at Boca Bay Development Corporation	Real Estate
Harborshore at Boca Bay Development Corporation	Real Estate
Holston Land Company, Incorporated	Real Estate
The Home Avenue Railroad Company	Transportation
Hooker Core, LLC	Real Estate
Hooker Ten, LLC	Real Estate
Hooker Homes, LLC	Real Estate
Hooker Silver, LLC.	Real Estate
The Indiana Rail Road Company	Transportation
James Center Development Company	Real Estate
James Center Development Company- Richmond	Real Estate
Lakeland City Center, Inc.	Real Estate
L&N Investment Corporation	Real Estate
The Lake Erie and Detroit River Railway Company	Transportation
Mahoning State Line Railroad Company	Transportation
Midland United Corporation	Transportation
The Neville Island Terminal Railway Company	Transportation
Nona Barnes, LLC	Real Estate
North Bank Development Company	Real Estate
North Charleston Terminal Company	Transportation
Raceland Car Corporation	Car Construction
Rail Wagons Inc.	Investment
Rail Wagons - II, Inc.	Investment
RDC Holdings, Inc.	Real Estate
RDC Projects, LLC *	Real Estate
The Real Estate and Improvement Company of Baltimore City	Real Estate
Richmond, Fredericksburg and Potomac Railway Company	Transportation
Savannah Harbor Resort Realty Development, LLC	Real Estate
Seaboard Coast Line Railway Supplies, Inc.	Stockpiling Material
Staten Island - Arlington, Inc.	Real Estate
The Staten Island Railroad Corporation	Transportation
The Three Rivers Railway Company	Transportation
The Toledo Ore Railroad Company	Transportation
Transkentucky Transportation Railroad, Inc	Transportation
Unified Services, Inc.	Transportation
Westfork Properties, Inc.	Real Estate

* Added during year 2002