

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Percent replaced		Miles surfaced	Percent surfaced (j)	
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crosstie (d)	Switch and bridge ties (board feet) (e)						
1	A	1,520,867	4,190,645	4.7	6.7	369.74	1.9	1,415,149	3,375.9	34.2	1
2	B	678,632	1,545,100	3.3	2.0	113.74	0.9	404,816	1,119.2	17.8	2
3	C	224,969	453,319	2.4	2.6	4.22	0.1	94,644	115.4	4	3
4	D	76,414	356,959	0.9	0.9	2.54	0.0	29,148	277.7	10.3	4
5	E	209,265	2,915,067	0.8	2.7	85.48	0.5	85,302	374.6	4.3	5
6	TOTAL	2,710,147	9,461,090	2.8	3.1	575.72	0.9	2,029,059	5,262.8	17.3	6
7	F										7
8	Potential abandonments										8

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

REVISED

Locomotives				Line No.
Line No.	Kind of locomotive service (a)	Diesel oil (gallons) (b)		Line No.
1	Freight	476,339,572		1
2	Passenger			2
3	Yard switching	37,059,937		3
4	TOTAL	513,399,509		4
5	COST OF FUEL \$(000)*	\$ 727,211		5
6	Work Train	1,706,385		6

*Show cost of fuel charged to train and yard service (function 6-Loco. Fuels). The cost stated for diesel fuel should be the total charges in the accounts specified, including freight charges and handling expenses. Fuel consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service is mixed or special trains is predominantly passenger, the fuel should be included in passenger service.