

SURFACE TRANSPORTATION BOARD
OFFICE OF ECONOMICS, ENVIRONMENTAL ANALYSIS, AND ADMINISTRATION
WASHINGTON, DC 20423

CLASS I FREIGHT RAILROADS - SELECTED EARNINGS DATA

(000 OMITTED)

Railroad	Year	QUARTER ENDED JUNE 30				12 MONTHS ENDED JUNE 30				
		Railway Operating Revenues	Net Railway Operating Income (Note 1)	Net Income	Revenue Ton-Miles Of Freight	Railway Operating Revenues	Net Railway Operating Income (1)	Net Income	Revenue Ton-Miles Of Freight (Note 2)	Return On Net Investment (%) (Note 2)
TOTAL ALL CLASS I FREIGHT RR'S See Note 3	2003	\$9,135,510	\$1,168,393	\$799,722	379,228,936	\$35,870,057	\$4,163,788	\$3,151,383	1,496,229,505	6.38%
	2002	8,881,680	1,148,208	788,465	369,133,307	33,246,053	4,046,586	2,788,938	1,428,466,243	6.32%
Burlington Northern - Santa Fe	2003	2,285,535	284,048	256,444	124,464,450	9,109,249	1,059,981	952,212	495,352,893	6.24%
	2002	2,205,621	279,762	240,228	120,122,831	9,005,623	1,093,561	930,608	493,836,360	6.70%
CSX Transportation	2003	1,670,732	149,833	94,953	53,000,000	6,467,192	533,467	296,000	205,908,000	4.79%
	2002	1,629,743	142,860	64,635	50,849,000	6,196,274	425,143	199,715	201,887,000	3.87%
CN/Grand Trunk Corporation See Note 3	2003	381,241	96,772	35,762	12,272,680	1,537,625	164,852	25,714	49,119,476	3.34%
	2002	378,516	54,531	19,322	13,974,722	N/A	N/A	N/A	N/A	N/A
Kansas City Southern	2003	144,624	15,654	7,839	5,166,576	562,342	50,399	51,620	20,612,605	5.56%
	2002	137,537	17,368	17,370	4,717,387	556,397	67,009	55,593	20,316,929	7.37%
Norfolk Southern	2003	1,633,462	237,481	104,250	46,464,339	6,372,832	888,633	507,107	180,752,404	8.86%
	2002	1,593,180	253,441	122,796	45,306,318	6,129,192	897,756	401,092	178,429,806	8.74%
Soo Line	2003	138,463	854	4,617	5,507,891	569,289	40,192	47,683	23,059,127	4.25%
	2002	128,849	7,201	8,621	5,205,049	545,018	55,523	56,624	22,025,148	5.81%
Union Pacific	2003	2,881,453	383,751	295,857	132,353,000	11,251,528	1,426,264	1,271,047	521,425,000	7.04%
	2002	2,808,234	393,045	315,493	128,958,000	10,813,549	1,507,594	1,145,306	511,971,000	7.61%

THESE DATA ARE NOW ALSO AVAILABLE ON THE BOARD'S INTERNET SITE - WWW.STB.DOT.GOV

Notes on Page 2

SURFACE TRANSPORTATION BOARD
OFFICE OF ECONOMICS, ENVIRONMENTAL ANALYSIS, AND ADMINISTRATION
WASHINGTON, DC 20423

CLASS I FREIGHT RAILROADS - SELECTED EARNINGS DATA

SOURCES OF DATA:

Railway Operating Revenues, Net Railway Operating Income, and Net Income are from the "Quarterly Report of Revenues, Expenses, and Income - Railroads" (Form RE&I).

Revenue Ton Miles of Freight are from the "Quarterly Condensed Balance Sheet - Railroads (Form CBS).

These reports have not been verified by the Surface Transportation Board.

NOTES:

- (1) Net Railway Operating Income is the difference between railway operating revenues and the total of railway operating expenses, railway tax accruals, and net equipment and joint facility rents.

- (2) Return on Net Investment (ROI) is the ratio of net railway operating income to net investment in railway property used in transportation services at end of previous calendar year. The latter includes an allowance for working capital. Accumulated deferred income tax reserves are subtracted from the net investment base. Since net investment figures are only available on an end-of-year basis from the Annual Report Form R-1's, filed on March 31 of each year, the net investment bases used to compute returns on net investment in this report are the most recent year-end figures available (data as of the end of 2002 and 2001).

ROI's, as computed by the Board for its annual determination of the revenue adequacy of each class I railroad, will differ from the ROI's computed for this report. ROI's for the revenue adequacy determination are based upon the average of the beginning and end-of-year net investment bases, while ROI's for this report are based on end-of-year data only. Also, ROI's for revenue adequacy determinations are computed using data reported by the class I railroads in Annual Report Form R-1, Schedule 250, "Consolidated Information for Revenue Adequacy Determination." The data contained in Schedule 250 differ somewhat from the data in the Form RE&I, and are therefore not totally compatible.

- (3) Beginning in January 2002, all Canadian National operations in the U.S. have been consolidated for reporting purposes under the Grand Trunk Corporation. Separate data are no longer available for CN/Grand Trunk Western or CN/Illinois Central. Therefore, data for the period July 1, 2001 through December 31, 2001 are not compatible with data for the period July 1, 2002 through December 31, 2002. Thus, we cannot compute prior year's data for CN/GTW. Data for the industry for the 12 months ending June 30, 2002 exclude CN/GTW.