



## CSX TRANSPORTATION

Class I Railroad Annual Report  
to the Surface Transportation Board  
for the Year Ending December 31, 2010



# 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 which the report is being made*.
  - (d) Close of the Year means *the close of business on December 31 for the year in which the report is being made*. If the report is made for a shorter period than one year, it means *the close of the period covered by the report* .
  - (e) Beginning of the Year means *the beginning of business on January 1 of the year for which the report is being made*. If the report is made for a shorter period than one year, it means *the beginning of that period* .
  - (f) Preceding Year means *the year ended December 31 of the year preceding the year for which the report is made* .
  - (g) The Uniform System of Accounts for Railroad Companies means *the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended*.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.
9. NOTE - An additional line has been added to Schedule 755 (Line 134) effective with the 2004 R-1. Also note that the instructions for completion of Schedule 755 now have two additional items (Instructions U and V).
10. NOTE - The columns in Schedule 710-Distribution of Locomotive Units In Service of Respondent At Close Of Year, Disregarding Year of Rebuilding have been revised to reflect new five year periods.
11. NOTE - The following supplemental information about STB information collections is provided in compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq.:

## **Supplemental Information about the Annual Report (R-1)**

This information collection is mandatory pursuant to 49 U.S.C. 11145.

The estimated hour burden for filing this report is less than 800 hours.

Information in the Annual Reports is used to monitor and assess railroad industry growth, financial stability, traffic, and operations and to identify industry changes that may affect national transportation policy. In addition, the Board uses data from these reports to more effectively carry out regulatory responsibilities, such as acting on railroad requests for authority to engage in Board regulated financial transactions (for example, mergers, acquisitions of control, consolidations, and abandonments); conducting investigations and rulemakings; conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and developing the URCS, which is a cost measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used as a tool in rail rate proceedings to calculate the variable costs associated with providing a particular service in accordance with 49 U.S.C. 10707(d). The Board also uses the information that it obtains through the annual railroad industry waybill sample, see 49 CFR 1244, and in railroad abandonment proceedings to measure off-branch costs, pursuant to 49 U.S.C. 10904(a) and in accordance with 49 CFR 1152.32(n).

The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. These reports are also maintained by the agency indefinitely on microfiche. In addition, some of this information is posted on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may remain indefinitely. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0009. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Quarterly Condensed Balance Sheet (CBS)**

This information collection is mandatory under 49 CFR 1243.2.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through specific regulation of railroad-rate and service issues and rail-restructuring proposals, including railroad mergers, consolidations, acquisitions of control, and abandonments. Information from the reports is used by the Board, other Federal agencies, and industry groups, including the Association of American Railroads, to assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system.

Information from these reports is compiled by the Board and published on its website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

#### **Supplemental Information about the Quarterly Report of Revenues, Expenses, and Income (Form RE&I)**

This information collection is mandatory pursuant to 49 U.S.C. 11164 and 49 CFR 1243.1.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through regulation of railroad rate and service issues and rail restructuring proposals, including railroad mergers, consolidations, acquisitions of control and abandonments. Information from the reports is used by the Board, other Federal agencies and industry groups to monitor and assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system. Individual and aggregate carrier information is needed in our decision making process.

Information from these reports is compiled by the Board and published on its website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

**Supplemental Information about the Report of Railroad Employees, Service, and Compensation (Wage Forms A & B)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1245.2.

The estimated hour burden for filing this report is 30 hours per quarterly report and 40 hours per annual report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees. These transactions include mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

Certain information from the reports is compiled and published on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0004. The display of a currently valid OMB control number is required by law.

**Supplemental Information about the Monthly Report of Number of Employees of Class I Railroads (Wage Form C)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1246.1.

The estimated hour burden for filing this report is 1.25 hours per monthly report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

The information in this report is compiled and published on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0007. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Annual Report of Cars Loaded and Cars Terminated (Form STB-54)**

This information collection is mandatory pursuant to 49 U.S.C. 11162 and 49 CFR 1247.

The estimated hour burden for filing this report is four hours per report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. Information in this report is entered into the Board's URCS. In addition, many other Federal agencies and industry groups, including the Department of Transportation and the Association of American Railroads (AAR), depend on Form STB-54 for information regarding the number of cars loaded and terminated on the reporting carrier's line.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0011. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Quarterly Report of Freight Commodity Statistics (Form QCS)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1248.

The estimated hour burden for filing this report is 217 hours per report.

Information in this report is entered into the Board's URCS.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0001. The display of a currently valid OMB control number is required by law.

For Index, See Back of Form

# ANNUAL REPORT OF

**CSX TRANSPORTATION, INC.**

## TO THE SURFACE TRANSPORTATION BOARD FOR THE YEAR ENDED DECEMBER 31, 2010

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

(Name) Angie Williams (Title) Assistant Controller

(Telephone number) (904) 366-4365  
(Area code) (Telephone number)

(Office address) 500 Water Street, C729, Jacksonville, Florida 32202-4423  
(Street and number, city, state, and ZIP code)

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**SPECIAL NOTICE**

Docket No. 38559, Railroad Classification Index, (ICC served January 20, 1983), modified the reporting requirements for Class II, Class III, and Switching and Terminal Companies. These carriers will notify the Board only if the calculation results in a different revenue level than its current classification.

The dark borders on the schedules represents data that are captured by the Board.

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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.



**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 the pages excluded, as well as 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 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 cover

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
  
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, a
  
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. (consolidated)
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 of trustees:  
Virginia  


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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:  
See Note 1 on Page 9  


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**STOCKHOLDERS' REPORTS**

5. The respondent is required to send 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 on: \_\_\_\_\_ (date)

[ X ] 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 ☐ No

3. Are voting rights proportional to holdings: ☒ Yes ☐ No. If no, state in a footnote the relation between holdings and corresponding voting rights.

4. Are voting rights attached to any securities other than stocks: ☐ Yes ☒ 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 relation

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? ☐ Yes ☒ No. If yes, describe fully in a footnote each such class

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 December 31, 2010 (date).

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. One stockholders.

9. Give the names of the 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

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
				Common (d)	Second (e)	First (f)	
1	CSX Corporation	Jacksonville, FL	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 the respondent: 9,061,038 votes cast.
11. Give the date of such meeting: 11-May-10
12. Give the place of such meeting: Votes cast by unanimous written consent.

**NOTES AND REMARKS**

The consolidated financial statements and supporting schedules included in this annual report include CSX Transportation, Inc. and the following subsidiaries:

Allegheny and Western Railway Company	Holston Land Company, Inc.
Appalachian and Ohio Railroad, Inc.	Home Avenue Railroad Company, The
ATJ Ventures, LLC	Indiana Rail Road Company, The
The Atlantic Land and Improvement Company	James Center Development Company
The Baltimore and Cumberland Valley Rail Road Extension Company	L&N Investment Corporation
The Baltimore and Ohio Chicago Terminal Railroad Company	The Lake Erie and Detroit River Railway Company
Buffalo, Rochester and Pittsburgh Railway Company	Lakefront Dock and Railroad Terminal Company
The Carrollton Railroad	The Mahoning State Line Railroad Company
CSX Capital Management, Inc.	Midland United Corporation
CSX Realty Development, LLC	Motor Carrier Services Corp
CSX Services, Inc.	NOLA Natural Resources, LLC
CSX Transportation International, Inc.	North Charleston Terminal Company
CSX Transportation Terminals, Inc.	NYC Pere Marquette, LLC
CSXT Intellectual Property Corporation	Paducah and Louisville Railway, Inc.
Dayton and Michigan Railroad Company	Rail Wagons, Inc.
Dependable Rail Service, Inc.	Rail Wagons - II, Inc.
DOCP Holdings, Inc.	RDC Projects, LLC
Energy Resources and Logistics, Inc.	The Real Estate and Improvement Company of Baltimore City
Evansville Western Railway, Inc.	Richmond, Fredericksburg and Potomac Railway Company
FGMR, Inc.	Seaboard Coast Line Railway Supplies, Inc.
Four Rivers Finance Co., Inc.	St. Lawrence & Adirondack Railway Company
Four Rivers Transportation, Inc.	Staten Island - Arlington, Inc.
Fruit Growers Dispatch, Inc.	The Staten Island Railroad Corporation
Fruit Growers Express Company	The Three Rivers Railway Company
Gainesville Midland Railroad Company	The Toledo Ore Railroad Company
Georgetown and High Line Railway Company, LLC	TransKentucky Transportation Railroad, Inc.
Harborshore at Boca Bay Development Corporation	Tylerdale Connecting Railroad Company, The

**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	117,548	29,825	1
2		702	Temporary cash investments	-	-	2
3		703	Special deposits	-	-	3
4		704	Accounts receivable - Loan and notes	-	-	4
5		705	- Interline and other balances	28,121	25,179	5
6		706	- Customers	40,789	51,791	6
7		707	- Other	114,117	140,614	7
8		708, 709	- Accrued accounts receivables	300,737	313,679	8
9		708.5	- Receivables from affiliated companies	922,500	368,718	9
10		709.5	- Less: Allowance for uncollectible accounts	(35,284)	(42,846)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	218,485	164,711	11
12		712	Materials and supplies	218,469	203,345	12
13		713	Other current assets	7,801	4,813	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>1,933,283</b>	<b>1,259,829</b>	14
			Other Assets			
15		715, 716, 717	Special funds	-	-	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	595,027	566,091	16
17		722, 723	Other investments and advances	1	1	17
18		724	Allowances for net unrealized loss on noncurrent marketable equity securities - Cr.	-	-	18
19		737, 738	Property used in other than carrier operation (Less depreciation) \$16,565 CY and \$16,161 PY	87,894	100,332	19
20		739, 741	Other assets	15,067	5,571	20
21		743	Other deferred debits	95,316	69,622	21
22		744	Accumulated deferred income tax debits	-	-	22
23			<b>TOTAL OTHER ASSETS</b>	<b>793,305</b>	<b>741,617</b>	23
			Road and Equipment			
24		731, 732	Road (Sch. 330) L-30 Col h & b	22,561,420	21,845,318	24
25		731, 732	Equipment (Sch 330) L-30 Col h & b	7,455,421	7,471,448	25
26		731, 732	Unallocated items	435,958	305,839	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(7,553,316)	(7,170,991)	27
28			Net Road and Equipment	22,899,483	22,451,614	28
29			<b>TOTAL ASSETS</b>	<b>25,626,071</b>	<b>24,453,060</b>	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
<b>Current Liabilities</b>						
30		751	Loans and notes payable	10,606	8,512	30
31		752	Accounts payable: Interline and other balances	39,160	30,005	31
32		753	Audited accounts and wages	110,503	72,322	32
33		754	Other accounts payable	278,737	153,419	33
34		755, 756	Interest and dividends payable	19,545	20,470	34
35		757	Payables to affiliated companies	382,644	601,662	35
36		759	Accrued accounts payable	1,022,863	966,943	36
37		760, 761 761.5, 762	Taxes accrued	133,520	196,910	37
38		763	Other current liabilities	69,647	75,845	38
39		764	Equipment obligations and other long-term debt due within one year	94,532	110,114	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>2,161,757</b>	<b>2,236,202</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded debt unmatured	420,149	429,150	41
42		766	Equipment obligations	744,047	825,887	42
43		766.5	Capitalized lease obligations	6,801	10,334	43
44		768	Debt in default	-	-	44
45		769	Accounts payable: affiliated companies	-	-	45
46		770.1, 770.2	Unamortized debt premium	63,550	68,990	46
47		781	Interest in default	-	-	47
48		783	Deferred revenues - transfers from govt. authorities	-	-	48
49		786	Accumulated deferred income tax credits	7,181,248	6,826,170	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	957,974	992,347	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>9,373,769</b>	<b>9,152,878</b>	<b>51</b>
<b>Shareholder's Equity</b>						
52		791, 792	Total capital stock	181,225	181,225	52
53			Common stock	181,225	181,225	53
54			Preferred stock	-	-	54
55			Discount on capital stock	-	-	55
56		794, 795	Additional capital	5,634,481	5,569,440	56
57		797	Retained earnings: Appropriated	-	-	57
58		798	Unappropriated	8,274,839	7,313,315	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities	-	-	59
60		798.5	Less treasury stock	-	-	60
61			Net stockholders equity	14,090,545	13,063,980	61
62			<b>TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY</b>	<b>25,626,071</b>	<b>24,453,060</b>	<b>62</b>

NOTES AND REMARKS

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

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none", and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting 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: \$ 0.
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: \$ 0.
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 4 on Page 14.
  - (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: \$ See Note 4 on Page 14.
  - (c) Is any part of pension plan funded? Specify. Yes X No \_\_\_\_.  
 If funding is by insurance, give name of insuring company \_\_\_\_\_.  
 If funding is by trust agreement, list trustee(s) Northern Trust.  
 Date of trust agreement or latest amendment November 1, 2005.  
 If respondent is affiliated in any way with the trustee(s), explain affiliation. \_\_\_\_\_  
 (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Note 4 on Page 14.
  - (e) 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. \_\_\_\_\_  
 Are voting rights attached to any securities held by the pension plan? Specify Yes X 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 employer's contribution to employee stock ownership plans for the current year was \$ 0.
  - (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 \$ 0.
6. In reference to Docket 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: \$ 0.

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 instruction 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.)

See Note 3 on page 12A.

(a) Changes in valuation accounts.

8. Marketable equity securities.

		Cost	Market	Dr. (Cr.) to Income	Dr. (Cr.) to Stockholder's Equity
(Current Yr.)	Current Portfolio	-	-	-	N/A
as of 12/31/2010	Noncurrent Portfolio	-	-	N/A	-
(Previous Yr.)	Current Portfolio	-	-	N/A	N/A
as of 12/25/2009	Noncurrent Portfolio	-	-	N/A	N/A

At 12/31/2010, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

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

A net unrealized gain (loss) of \$ 0 on the sale of marketable securities was included in net income for N/A (year).

The cost of securities was based on the N/A (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: 12/31/2010 (date) Balance sheet date of reported year unless specified as previous year.



**NOTE 1. Nature of Operations and Significant Accounting Policies****Nature of Operations**

CSX Transportation, Inc. ("Respondent") provides an important link to the transportation supply chain through its approximately 21,000 route mile rail network, which serves major population centers in 23 states east of the Mississippi River, the District of Columbia and the Canadian provinces of Ontario and Quebec. It serves over 70 ocean, river and lake ports along the Atlantic and Gulf Coasts, the Mississippi River, the Great Lakes and the St. Lawrence Seaway. CSXT also serves thousands of production and distribution facilities through track connections to approximately 240 short-line and regional railroads. The Respondent is a wholly owned subsidiary of CSX Corporation ("CSX").

CSX Intermodal, Inc. ("Intermodal Inc") was a subsidiary of CSX until it merged with the Respondent during 2010. Prior to the merger, Intermodal Inc. was the parent company of CSX Intermodal Terminals, Inc. ("Intermodal Terminals"), and conducted the sales and marketing activities associated with intermodal transportation service now provided by the Respondent. In addition, Intermodal Inc. performed drayage services (the pickup and delivery of intermodal shipments and trucking dispatch operations) which are now provided by Intermodal Terminals to the Respondent.

Rail shipments include merchandise, coal, and intermodal. Service groups as a percent of rail revenue are as follows:

	2010	2009
Merchandise	57%	63%
Coal	32%	35%
Intermodal	9%	0%
Other	2%	2%
Total	100%	100%

The Respondent's merchandise business is the most diverse market with nearly 2.6 million carloads per year of aggregates (which includes crushed stone, sand and gravel), metal, phosphate, fertilizer, food, consumer (manufactured goods and appliances), agricultural, automotive, paper and chemical products.

The Respondent's coal business delivered approximately 1.6 million carloads of coal to electricity generating power plants, ocean, river and lake piers and terminals, steel makers and industrial plants. The Respondent transports utility, industrial and export coal to electricity-generating power plants, steel manufacturers, industrial plants and deep-water port facilities. Roughly three of every four tons of domestic coal and almost half of the export coal that the Respondent transports are used for generating electricity.

The Respondent's intermodal line of business combines the superior economics of rail transportation with the short-haul flexibility of trucks and offers a competitive cost advantage over long-haul trucking. Through the CSX network of more than 50 terminals, the intermodal business serves all major markets east of the Mississippi and transports mainly manufactured consumer goods in containers, providing customers with truck-like service for longer shipments.

Other revenue includes revenue from regional subsidiary railroads, demurrage, switching and other incidental charges. Revenue from regional railroads includes shipments by railroads that the Respondent does not directly operate. Demurrage represents charges assessed when freight cars are held beyond a specified period of time. Switching revenue is generated when the Respondent switches cars between trains for a customer or another railroad.

**Basis of Presentation**

In the opinion of management, the accompanying consolidated financial statements contain all normal, recurring adjustments necessary to present fairly the financial position of the Respondent and its subsidiaries at December 2010 and December 2009, and the consolidated statements of income, cash flows and changes in shareholder's equity for fiscal years 2010 and 2009. Certain prior-year data have been reclassified to conform to the 2010 presentation.

**NOTE 1. Nature of Operations and Significant Accounting Policies, Continued*****Fiscal Year***

The Respondent follows a 52/53 week fiscal reporting calendar. This fiscal calendar allows every quarter to consistently end on a Friday and typically, to be of equal duration (13 weeks), resulting in a 52 week fiscal year. To maintain this type of reporting calendar every fifth or sixth year (depending on the Gregorian calendar and when leap year falls), an extra week will be included in the fourth quarter (a 14-week fiscal quarter) and, therefore, that full fiscal year will have 53 weeks. This extra week was added to fourth quarter 2010. Therefore, the fiscal fourth quarter 2010 consisted of 14 weeks and fiscal year 2010 consisted of 53 weeks ending on December 31.

Fiscal year 2009 consisted of 52 weeks ending on December 25, 2009. Except as otherwise specified, references to full year indicate the Respondent's fiscal periods ended on these dates.

***Principles of Consolidation***

The consolidated financial statements include results of operations of the Respondent and subsidiaries over which the Respondent has majority ownership or financial control. All significant intercompany accounts and transactions have been eliminated. Most investments in companies that were not majority-owned were carried at cost (if less than 20% owned and the Respondent has no significant influence) or equity (if the Respondent has significant influence).

***Cash and Cash Equivalents***

The Respondent participates in the CSX cash management plan, under which excess cash advanced to CSX for investment. CSX then makes cash available to the Respondent as needed. On a daily basis, cash in excess of current operating requirements is invested in various highly liquid investments having a typical maturity date of three months or less at the date of acquisition. These investments were carried at cost, which approximated market value, and were classified as cash equivalents.

***Allowance for Doubtful Accounts***

The Respondent maintains an allowance for doubtful accounts on uncollectible amounts related to freight receivables, government reimbursement receivables, claims for damages and other various receivables. The allowance is based upon the credit worthiness of customers, historical experience, the age of the receivable and current market and economic conditions. Uncollectible amounts were charged against the allowance account. The allowance for doubtful accounts is netted against accounts receivable.

***Materials and Supplies***

Materials and supplies in the Schedule 200 are carried at average costs and consist primarily of fuel and parts used in the repair and maintenance of the Respondent's freight car and locomotive fleets, equipment and track structure.

***Properties***

All properties were stated at historical cost less an allowance for accumulated depreciation. The Respondent depreciates its rail assets, including main-line track, locomotives and freight cars, using the group-life method of accounting. The group-life method aggregates assets with similar lives and characteristics into groups and depreciates each of these groups as a whole. Regulations enforced by the Surface Transportation Board ("STB") of the U.S. Department of Transportation require periodic formal studies of ultimate service lives ("life studies") for all railroad assets.

There are several factors taken into account during the life study and they include:

- statistical analysis of historical life and salvage data for each group of property;
- statistical analysis of historical retirements for each group of property;
- evaluation of current operations;
- evaluation of technological advances and maintenance schedules;
- previous assessment of the condition of the assets and outlook for their continued use;
- expected net salvage to be received upon retirement; and
- comparison of assets to the same asset groups with other companies.

**NOTE 1. Nature of Operations and Significant Accounting Policies, Continued**

The results of the life study process determine the service lives for each asset group under the group-life method. Road assets, including main-line track, have estimated service lives ranging from six years for system roadway machinery to 75 years for tunnels. Equipment assets, including locomotives and freight cars, have estimated service lives ranging from six years for technology assets to 35 years for work equipment.

Changes in asset lives due to the results of the life studies are applied on a prospective basis and could significantly impact future periods' depreciation expense, and thus, the Respondent's results of operations.

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. As individual assets within a specific group are retired or disposed of, resulting gains and losses are recorded in accumulated depreciation. As part of the life study, an assessment of the recorded amount of accumulated depreciation is made to determine if it is deficient (or in excess) of the appropriate amount indicated by the study. Any such deficiency (or excess), including any deferred gains or losses, is amortized as a component of depreciation expense over the remaining useful life of the asset group until the next required life study. Since the overall assumption with the group-life method of accounting is that the assets within the group on average have the same life and characteristics, it is therefore concluded that the deferred gains and losses offset over time.

The majority of non-railroad property is depreciated using the straight-line method on a per asset basis. The depreciable lives of this property are periodically reviewed by the Respondent and any changes are applied on a prospective basis. Amortization expense recorded under capital leases is included in depreciation expense on the Schedule 410. For retirements or disposals of non-railroad depreciable assets and all dispositions of land, the resulting gains or losses are recognized in earnings at the time of disposal. These gains and losses were not material for any period presented.

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 in accordance with the *Property, Plant, and Equipment Topic* in the ASC. 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 and Expense Recognition**

The Respondent recognizes freight revenue using Free-On-Board ("FOB") Origin pursuant to the *Revenue Recognition Topic* in the Accounting Standards Codification ("ASC"). Accounting guidance in this topic provides for the allocation of revenue between reporting periods based on relative transit time in each reporting period. Expenses are recognized as incurred.

The certain key estimates included in the recognition and measurement of revenue and related accounts receivable under the policies described above are as follows:

- revenue associated with shipments in transit, which are based on historical freight car movement data as well as average cycle times to move commodities from their origin to their final destination or interchange;
- adjustments to revenue for billing corrections, billing discounts and bad debts or to accounts receivable for allowances for doubtful accounts;
- adjustments to revenue for overcharge claims filed by customers, which are based on historical cash paid to customers for rate overcharges as a percentage of total billing;
- incentive-based refunds to customers, which are primarily based on customers achieving certain volume thresholds and are recorded as a reduction to revenue on the basis of management's best estimate of the projected liability (this estimate is based on historical activity, current volume levels and a forecast of future volume); and
- revenue for customer volume commitments not met.

The Respondent regularly updates the estimates described above based on historical experience and current conditions. All other revenue, such as demurrage, switching and other incidental charges, is recorded upon completion of the service.

**NOTE 1. Nature of Operations and Significant Accounting Policies, Continued****Other Income - Net**

The Respondent derives income from items that are not considered operating activities. Income from these items is reported net of related expense. Income from real estate includes the results of operations of the Respondent's non-operating real estate sales, leasing, acquisition and management and development activities and may fluctuate as a function of timing of real estate sales. Miscellaneous income (expense) includes interest income and other non-operating activities and may fluctuate due to timing.

**New Accounting Pronouncements and Changes in Accounting Policy**

Effective in 2010, the Respondent changed the accounting policy for rail grinding costs from a capitalization method, under which rail grinding costs were capitalized and then depreciated, to a direct expense method, under which rail grinding costs are expensed as incurred. This represents a change from an acceptable method under accounting principles generally accepted in the United States to a preferable method, and is consistent with recent changes in industry practice.

The direct expense method eliminates the subjectivity in determining the period of benefit over which to depreciate the capitalized costs associated with rail grinding. The application of the change in accounting policy is presented prospectively beginning in 2010. The effect of this change is not material to the financial condition, results of operations or liquidity for any periods. Prior years have not been adjusted.

**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. Critical accounting estimates using management judgment are made for the following areas:

- casualty, environmental and legal reserves (see Note 2, Casualty, Environmental and Other Reserves);
- pension and post-retirement medical plan accounting (see Note 4, Employee Benefit Plans);
- depreciation policies for assets under the group-life method (see "Properties" in this note); and
- income taxes.

**NOTE 2. Casualty, Environmental and Other Reserves**

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

<i>(Dollars in Millions)</i>	<b>Casualty Reserves</b>	<b>Separation Liabilities</b>	<b>Environmental Reserves</b>	<b>Other Reserves <sup>(b)</sup></b>	<b>Total</b>
Balance December 26, 2008	\$ 528	\$ 83	\$ 99	\$ 48	\$ 758
Charged to Expense	(66)	-	26	21	(19)
Change in Estimate <sup>(a)</sup>	(127)	-	-	-	(127)
Payments	77	(14)	(29)	(29)	5
Balance December 25, 2009	\$ 412	\$ 69	\$ 96	\$ 40	\$ 617
Charged to Expense	71	-	37	57	165
Change in Estimate <sup>(a)</sup>	(48)	-	-	-	(48)
Payments	(96)	(12)	(26)	(28)	(162)
Balance December 31, 2010	\$ 339	\$ 57	\$ 107	\$ 69	\$ 572

(a) Changes in estimates are the result of continued safety improvements and decreasing claim trends for both personal injury and occupational injuries. See below for more detailed discussion regarding these changes in estimates.

(b) Other reserve accruals were higher in 2010 due to an increase in freight rate reserves related to various rate disputes. These accruals were lower in 2009 primarily due to a reduction in freight loss and damage claims as a result of volume declines. These amounts are recorded as a reduction in revenue rather than expense because they represent liabilities for customer claims regarding the rates charged by the Respondent for its transportation services.

**NOTE 2. Casualty, Environmental and Other Reserves, Continued**

These reserves are considered critical accounting estimates due to the need for significant management judgments. They are provided for in the Schedule 200 as follows:

(Dollars in Millions)	December 31, 2010			December 25, 2009		
	Current	Long-term	Total	Current	Long-term	Total
Casualty	\$ 94	\$ 245	\$ 339	\$ 102	\$ 310	\$ 412
Separation	15	42	57	15	54	69
Environmental	37	70	107	36	60	96
Other	15	54	69	15	25	40
Total	\$ 161	\$ 411	\$ 572	\$ 168	\$ 449	\$ 617

Actual settlements and claims received could differ. The final outcome of these matters cannot be predicted with certainty. Considering the legal defenses available, the liabilities that have been recorded and other factors, it is the opinion of management that none of these items, when finally resolved, will have a material effect on the Respondent's financial condition, results of operations or liquidity. Should a number of these items occur in the same period, however, they could have a material effect on the financial condition, results of operations or liquidity in that particular period.

**Casualty**

Casualty reserves represent accruals for personal injury, occupational injury claims and asbestos. These claims are insured by an affiliate of the Respondent, CSX Insurance Company, and a receivable of \$53 million and \$49 million in 2010 and 2009, respectively, has been recorded in Payable to Affiliated Companies, as an offset to other amounts due in the Schedule 200. Currently, no individual claim is expected to exceed the Respondent's self-insured retention amount. In accordance with the *Contingencies Topic* in the ASC, to the extent the value of an individual claim exceeds the self-insured retention amount, the Respondent would present the liability on a gross basis with a corresponding receivable for insurance recoveries. These reserves fluctuate based upon the timing of payments as well as changes in independent third-party estimates, which are reviewed by management. Defense and processing costs, which historically have been insignificant and are anticipated to be insignificant in the future, are not included in the recorded liabilities.

**Personal Injury**

Personal injury reserves represent liabilities for employee work-related and third-party injuries. Work-related injuries for the Respondent's employees are primarily subject to the Federal Employers' Liability Act ("FELA"). The Respondent retains an independent actuarial firm to assist management in assessing the value of personal injury claims and cases. An analysis is performed by the independent actuarial firm semi-annually and is reviewed by management. The methodology used by the actuary includes a development factor to reflect growth or reduction in the value of these personal injury claims. It is based largely on the Respondent's historical claims and settlement experience. Actual results may vary from estimates due to the number, type and severity of the injury, costs of medical treatments and uncertainties in litigation.

During 2010 and 2009, the Respondent reduced personal injury reserves by \$37 million and \$84 million respectively. These reductions were based on management's review of the actuarial analysis performed by an independent actuarial firm. In recent years, the Respondent has experienced a continued downward trend in the number of injuries which has resulted in a continued reduction of the Respondent's Federal Railroad Administration ("FRA") personal injury rate. These reductions in reserves are a direct result of the Respondent's improvement in safety and were included in Schedule 210.

**Occupational & Asbestos**

Occupational claims arise from allegations of exposures to certain materials in the workplace, such as solvents, soaps, chemicals (collectively referred to as "irritants") and diesel fuels or allegations of chronic physical injuries resulting from work conditions, such as repetitive stress injuries, carpal tunnel syndrome and hearing loss.

The Respondent is also party to a number of asbestos claims by employees alleging exposure to asbestos in the workplace. The heaviest possible exposure for employees resulted from work conducted in and around steam locomotive engines that were largely phased out beginning around the 1950s. Other types of exposures, however, including exposure from locomotive component parts and building materials, continued until these exposures were substantially eliminated by 1985. Diseases associated with asbestos typically have long latency periods (amount of time between exposure to a disease and the onset of the disease) which can range from 10 to 40 years after exposure.

**NOTE 2. Casualty, Environmental and Other Reserves, Continued**

The Respondent retains a third-party specialist to assist management in assessing the value of the Respondent's occupational and asbestos reserves. The analysis is performed by the specialist semi-annually and is reviewed by management. The objective of the analysis is to determine the number of incurred but not reported ("IBNR") claims. With the exception of carpal tunnel, management and third-party specialists have determined that seven years is the most probable time period in which unasserted claim filings and claim values can be estimated. Carpal tunnel claims use a three-year period to estimate the reserve due to the shorter latency period for these types of injuries.

The third party specialist analyzes the Respondent's historical claim filings, settlement amounts, and dismissal rates to determine future anticipated claim filing rates and average settlement values. The potentially exposed population is estimated by using the Respondent's employment records and industry data from the 2009 Railroad Retirement report. From this analysis, the specialist provides an estimate of the IBNR claims liability.

Undiscounted liabilities recorded related to occupational and asbestos claims were as follows:

	<b>December 31, 2010</b>	<b>December 25, 2009</b>
<i>(Dollars in Millions)</i>		
Occupational:		
Incurred but not reported claims	\$ 25	\$ 29
Asserted claims	<u>15</u>	<u>34</u>
Total liability	<u>\$ 40</u>	<u>\$ 63</u>
Asbestos:		
Incurred but not reported claims	\$ 40	\$ 42
Asserted claims	<u>40</u>	<u>51</u>
Total liability	<u>\$ 80</u>	<u>\$ 93</u>

A summary of occupational and asbestos claims activity is as follows:

	<b>Fiscal Years</b>	
	<b>2010</b>	<b>2009</b>
<b>Asserted Claims</b>		
Open Claims - Beginning of Year	3,665	4,739
New Claims Filed	228	252
Claims Settled	(247)	(171)
Claims Dismissed	<u>(2,368)</u>	<u>(1,155)</u>
Open Claims - End of Year	<u>1,278</u>	<u>3,665</u>

During 2010 and 2009, the Respondent reduced occupational reserves by \$12 million and \$19 million respectively. The 2010 reduction is primarily attributable to a decrease in the number of repetitive stress injury claims and lower settlement values for irritant claims. The 2009 reduction is attributable to a decrease in the number of carpal tunnel and repetitive stress injury claims. These reductions in reserves were included in Schedule 210.

During 2010 and 2009, the Respondent reduced its reserves for asbestos claims by \$12 million and \$24 million, respectively. The 2010 reduction was primarily related to some claims that were determined to have no value due to lack of sufficient medical evidence as well as a decrease in the estimate of future claim filings. The 2009 reduction was also primarily related to a significant number of claims that were determined to have no value due to lack of sufficient medical evidence. These reductions in reserves were included in Schedule 210.

**Separation**

Separation liabilities provide for the estimated benefits provided to certain union employees as a result of implementing workforce reductions, improvements in productivity and certain other cost reductions at the Respondent's major transportation units since 1991. These liabilities are expected to be paid out over the next 10 to 15 years from general corporate funds and may fluctuate depending on the timing of payments and associated taxes.

**NOTE 2. Casualty, Environmental and Other Reserves, Continued*****Environmental***

The Respondent is a party to various proceedings related to environmental issues, including administrative and judicial proceedings involving private parties and regulatory agencies. The Respondent has been identified as a potentially responsible party at 242 environmentally impaired sites. Many of these are, or may be, subject to remedial action under the federal Comprehensive Environmental Response, Compensation and Liability Act of 1980, or CERCLA, also known as the Superfund Law, or similar state statutes. Most of these proceedings arose from environmental conditions on properties used for ongoing or discontinued railroad operations. A number of these proceedings, however, are based on allegations that the Respondent, or its predecessors, sent hazardous substances to facilities owned or operated by others for treatment, recycling or disposal. In addition, some of the Respondent's land holdings were leased to others for commercial or industrial uses that may have resulted in releases of hazardous substances or other regulated materials onto the property and could give rise to proceedings against the Respondent.

In any such proceedings, the Respondent is subject to environmental clean-up and enforcement actions under the Superfund Law, as well as similar state laws that may impose joint and several liability for clean-up and enforcement costs on current and former owners and operators of a site without regard to fault or the legality of the original conduct. These costs could be substantial.

The Respondent reviews its role with respect to each site identified at least quarterly, giving consideration to a number of factors such as:

- type of clean-up required;
- nature of the Respondent's alleged connection to the location (e.g. generator of waste sent to the site or owner or operator of the site);
- number, connection and financial viability of other named and unnamed potentially responsible parties at the location;
- extent of the Respondent's alleged connection (e.g. volume of waste sent to the location and other relevant factors).

Based on the review process, the Respondent has recorded amounts to cover anticipated contingent future environmental remediation costs with respect to each site to the extent such costs are estimable and probable. The recorded liabilities for estimated future environmental costs are undiscounted. 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. Payments related to these liabilities are expected to be made over the next several years. Environmental remediation costs are included in Schedule 210.

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

***Other***

Other reserves of \$69 million and \$40 million for 2010 and 2009, respectively, include liabilities for various claims, such as freight claims and claims for property damage. Freight claims include claims for both freight loss and damage and freight rate disputes. Freight rate disputes are recorded as a reduction of revenue rather than an expense, because they represent liabilities for customer claims regarding the rates charged by the Respondent for its transportation services. These liabilities are accrued at the estimable and probable amount in accordance with the *Contingencies Topic* in the ASC.

**NOTE 3. Commitments and Contingencies****Lease Commitments**

The Respondent has various lease agreements with other parties with terms up to 30 years. Net daily rental charges on railroad equipment are not long-term commitments. Non-cancelable, long-term leases generally include provisions for maintenance, options to purchase and options to extend the terms. The Respondent uses the straight-line method to recognize rent expense associated with operating leases that include escalations over their terms.

<i>(Dollars in Millions)</i>	<b>Fiscal Years</b>	
	<b>2010</b>	<b>2009</b>
Rent Expense on Operating Leases	\$ 269	\$ 277

At December 2010, minimum building and equipment rentals under operating leases are disclosed in the table below. Also included in these amounts are agreements covering equipment leased from Conrail, Inc. ("Conrail"). For additional information, see Note 6.

*(Dollars in millions)*

<b>Years</b>	<b>Operating Leases</b>	<b>Sublease Income</b>	<b>Net Lease Commitments</b>
2011	\$ 58	\$ (7)	\$ 51
2012	51	(7)	44
2013	39	(2)	37
2014	23	(1)	22
2015	20	-	20
Thereafter	130	-	130
Total	\$ 321	\$ (17)	\$ 304

**Purchase Commitments**

The Respondent has a commitment under a long-term maintenance program that currently covers 46% of CSXT's fleet of locomotives. The agreement is based on the maintenance cycle for each locomotive. Under the Respondent's current obligations, the agreement will expire no earlier than 2028 and may last until 2031 depending upon when certain locomotives are placed in service. The costs expected to be incurred throughout the duration of the agreement fluctuate as locomotives are placed into, or removed from, service or as required maintenance schedules are revised. The table below includes both active and inactive locomotives covered under this agreement. The increase in costs is due to more active locomotives in response to higher volume levels in 2010.

The following table summarizes the number of locomotives covered and the Respondent's payments under the long-term maintenance program:

<i>(Dollars in Millions)</i>	<b>Fiscal Years</b>		
	<b>2010</b>	<b>2009</b>	<b>2008</b>
Amounts Paid	\$ 252	\$ 237	\$ 253
Number of Locomotives	1,869	1,891	1,958



**NOTE 3. Commitments and Contingencies, Continued**

As a result of agreements executed in 2005 and 2006, the Respondent has remaining purchase obligations to acquire 50 additional locomotives by year-end 2011. The amount of the ultimate purchase commitment depends upon the model of locomotive acquired and the timing of delivery. Annual payments related to the locomotive purchase obligations, including amounts that would be payable under the long-term maintenance program, are estimated in the table below.

	<b>Payments</b>
<i>(Dollars in Millions)</i>	
2011	\$ 365
2012	273
2013	282
2014	291
2015	301
Thereafter	3,850
Total	<u>\$ 5,363</u>

Additionally, the Respondent has various other commitments to purchase technology, communications, railcar maintenance and other services from various suppliers. Total annual payments under all of these additional purchase commitments are estimated as follows:

	<b>Payments</b>
<i>(Dollars in Millions)</i>	
2011	\$ 30
2012	27
2013	11
2014	3
2015	2
Thereafter	-
Total	<u>\$ 73</u>

**Insurance**

The Respondent maintains numerous insurance programs with substantial limits for property damage (which includes business interruption) and third-party liability. A certain amount of risk is retained by the Respondent on each of the liability and property programs. The Respondent has a \$25 million retention per occurrence for the non-catastrophic property program and a \$50 million retention per occurrence for the liability and catastrophic property programs.

While the Respondent's current insurance coverage is adequate to cover its damages, future claims could exceed existing insurance coverage or insurance may not continue to be available at commercially reasonable rates.

**Collective Bargaining Agreements**

Most of the Respondent's employees are represented by labor unions and are covered by collective bargaining agreements. Generally speaking, these agreements are bargained nationally by the National Carriers Conference Committee. In the rail industry, negotiations have generally taken place over a number of years and previously have not resulted in any extended work stoppages. If the Respondent is unable to negotiate acceptable agreements, however, it could result in strikes by the affected workers, loss of business and increased operating costs as a result of higher wages or benefits paid to union members. Under the Railway Labor Act's procedures (which include mediation, cooling-off periods and the possibility of Presidential intervention), neither party may take action until the procedures are exhausted.

**Fuel Surcharge Antitrust Litigation**

Since 2007, 31 putative class action suits have been filed in various federal district courts against the Respondent and three other U.S.-based Class I railroads. The class action suits have been consolidated in federal court in the District of Columbia. The court has not yet ruled on whether it is appropriate to certify the case as a class action.

**NOTE 3. Commitments and Contingencies, Continued**

The lawsuits contain substantially similar allegations to the effect that the defendants' fuel surcharge practices relating to contract and unregulated traffic resulted from an illegal conspiracy in violation of antitrust laws. The suits seek unquantified treble damages (three times the amount of actual damages) allegedly sustained by purported class members, attorneys' fees and other relief.

All but three of the lawsuits purport to be filed on behalf of a class of shippers that allegedly purchased rail freight transportation services from the defendants through the use of contracts or through other means exempt from rate regulation during defined periods commencing as early as June 2003 and that were assessed fuel surcharges. Three of the lawsuits purport to be on behalf of indirect purchasers of rail services. The court denied the defendants' motion to dismiss the direct purchasers' claims. The court dismissed all of the indirect purchasers' causes of action seeking money damages, but did not dismiss their request for injunctive relief. The dismissal was upheld on appeal. Plaintiffs then petitioned the United States Supreme Court to hear the case. The Supreme Court denied the petition in December 2010.

One additional lawsuit was filed, but not served, by an individual shipper. The Respondent entered into a tolling agreement with this shipper whereby the shipper agreed to dismiss the lawsuit against the Respondent without prejudice and the Respondent agreed to extend the statute of limitations for the claims asserted until the end of 2010. That agreement has been extended to the end of 2011.

The Respondent believes that its fuel surcharge practices are lawful. Accordingly, the Respondent intends to vigorously defend itself against the purported class actions, which it believes are without merit. While the Respondent cannot predict the outcome of the private lawsuits, or of any government investigations, charges or additional litigation that may be filed in the future, we currently believe that these matters will not have a material adverse effect on any of our results of operations, financial condition and liquidity. Penalties for violating antitrust laws can be severe, involving both potential criminal and civil liability. If a material adverse outcome were to occur and be sustained, it could have a material adverse impact on the Respondent's financial condition, results of operations or liquidity.

***Surface Transportation Board Rate Case***

In October 2008, Seminole Electric Cooperative, Inc. ("Seminole") filed a complaint before the STB contesting the Respondent's tariff rates for movements of coal to Seminole's power generating facility in Putnam County, Florida. Since the Respondent and Seminole were unable to agree upon a new transportation contract, the prior transportation contract expired and the Respondent's tariff rates took effect on January 1, 2009. In September 2010, a settlement was reached and Seminole filed a motion to dismiss the case. The parties have entered into a mutually agreeable transportation contract. These events are not expected to have a material impact on the Respondent's financial condition, results of operations or liquidity.

***Other Legal Proceedings***

In addition to the matters described above, the Respondent is involved in litigation incidental to its business and is a party to a number of legal actions and claims, various governmental proceedings and private civil lawsuits, including, but not limited to, those related to environmental and hazardous material exposure matters, FELA claims by employees, other personal injury claims and disputes and complaints involving certain transportation rates and charges. Some of the legal proceedings include claims for compensatory as well as punitive damages and others are, or are purported to be, class actions. While the final outcome of these matters cannot be predicted with certainty, considering, among other things, the legal defenses available and liabilities that have been recorded along with applicable insurance, it is currently the opinion of the Respondent's management that none of these pending items will have a material adverse effect on the Respondent's financial condition, results of operations or liquidity. An unexpected adverse resolution of one or more of these items, however, could have a material adverse effect on the Respondent's financial condition, results of operations or liquidity in that particular period.

**NOTE 4. Employee Benefit Plans*****Pension and Other Postretirement Benefit Plans***

The Respondent, in conjunction with CSX, sponsors defined benefit pension plans principally for salaried, management personnel. The plans provide eligible employees with retirement benefits based predominately on years of service and compensation rates near retirement. Under the CSX pension plan, for employees hired after December 31, 2002, benefits are determined based on a cash balance formula, which provides benefits by utilizing interest and pay credits based upon age, service and compensation. CSX allocates to the Respondent a portion of the pension expense or benefit for the CSX pension plans based on the Respondent's relative level of participation. In addition, the Respondent sponsors one pension plan for retired United Transportation Union employees. The expenses for this plan along with the allocated expenses from the various CSX pension plans amounted to \$29 million and \$15 million in 2010 and 2009, respectively.

In addition to these plans, the Respondent participates with CSX to sponsor a self-insured post-retirement medical plan and a life insurance plan that provide benefits to full-time, salaried, management employees, hired prior to January 1, 2003, upon their retirement, if certain eligibility requirements are met. Prior to 2011, the post-retirement medical plan was partially funded by all participating retirees, with retiree contributions adjusted annually. Beginning in 2011, Medicare-eligible retirees will be covered by a health reimbursement arrangement, which is an employer-funded account that can be used for reimbursement of eligible medical expenses. Non-Medicare eligible retirees will continue to be covered by the existing self-insured program. The life insurance plan is non-contributory. CSX allocates to the Respondent a portion of the expense for these plans based on the Respondent's relative level of participation. The allocated expense amounted to \$28 million and \$37 million in 2010 and 2009, respectively.

The Respondent engages independent, external actuaries to compute the amounts of liabilities and expenses relating to these plans subject to the assumptions that the Respondent selects.

The benefit obligation for these plans represents the liability of the Respondent for current and retired employees and is affected primarily by the following:

- service cost (benefits attributed to employee service during the period);
- interest cost (interest on the liability due to the passage of time);
- actuarial gains/losses (experience during the year different from that assumed and changes in plan assumptions); and
- benefits paid to participants.

***Other Plans***

Under collective bargaining agreements, the Respondent participates in a multi-employer benefit plan, which provides certain post-retirement health care and life insurance benefits to eligible contract employees. Premiums under this plan are expensed as incurred and amounted to \$45 million and \$35 million in 2010 and 2009, respectively.

The Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements. Expense associated with these plans was \$25 million and \$21 million for 2010 and 2009, respectively.

Certain officers and key employees of the Respondent participate in stock purchase, performance and award plans of CSX. The Respondent is allocated its share of any cost to participate in these plans. Those amounts were \$29 million and \$7 million for 2010 and 2009, respectively.

**NOTE 5. Debt Agreements**

Debt was as follows:

		Average Interest Rates at			
		December 31,	December 31,	December 25,	
(Dollars in Millions)	Maturity	2010	2010	2009	
Equipment Obligations	2010-2023	7.1%	\$ 823	\$ 911	
Notes	2010-2043	8.2%	495	509	
Capital Leases	2010-2015	6.8%	11	24	
Total Long-term Debt (including current portion)			1,329	1,444	
Less Debt Due within One Year			(94)	(110)	
Total Long-term Debt (excluding current portion)			\$ 1,235	\$ 1,334	

**Long-term Debt Maturities**

(Dollars in Millions)

<u>Fiscal Years Ending</u>	<u>Maturities as of December 2010</u>
2011	\$ 94
2012	106
2013	79
2014	326
2015	28
2016 and Thereafter	696
Total Long-term Debt Maturities (including current portion)	\$ 1,329

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

**Fair Value Measurements**

Long-term debt is reported at carrying amount on the Schedule 200 and is the Respondent's only financial instrument with fair values significantly different from their carrying amounts. The majority of the Respondent's long-term debt has been estimated using discounted cash flow analysis based upon the yields provided by an independent third party. Level 2 inputs were used to determine the fair value of the Respondent's long-term debt.

The fair value of outstanding debt fluctuates with changes in a number of factors. Such factors include, but are not limited to, interest rates, market conditions, values of similar financial instruments, size of the transaction, cash flow projections, and comparable trades. Fair value will exceed carrying value when the current market interest rate is lower than the interest rate at which the debt was originally issued. The fair value of a company's debt is a measure of its current value under present market conditions. It does not impact the financial statements under current accounting rules. The fair value and carrying value of the Respondent's long-term debt is as follows:

(Dollars in Millions)	2010	2009
Long Term Debt Including Current Maturities:		
Fair Value	\$ 1,563	\$ 1,628
Carrying Value	\$ 1,329	\$ 1,444

**NOTE 6. Related Party Transactions**

The Respondent had a \$233 million receivable in 2010 and a \$318 million payable in 2009 relating to the Respondent's participation in the CSX cash management plan. The receivable in 2010 is included in Receivables from Affiliated Companies and the payable in 2009 is included in Payables to Affiliated Companies in the Schedule 200. 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. The 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 the short-term applicable Federal rate, which was 0.32% and 0.69% as of the end of 2010 and 2009, respectively. Net interest expense related to this plan was \$0 and \$3 million in 2010 and 2009, respectively.

**NOTE 6. Related Party Transactions, Continued*****Detail of Related Party Service Fees (Proceeds)***

<i>(Dollars in Millions)</i>	<b>2010</b>	<b>2009</b>
CSX Management Service Fee	<b>\$ 303</b>	\$ 386
Intermodal Inc.	<b>(243)</b>	(396)
CSX Technology	<b>164</b>	149
Intermodal Terminals	<b>147</b>	-
TDSI	<b>56</b>	37
CSX Trade Receivables	<b>54</b>	8
CSX Insurance	<b>46</b>	53
Other	<b>1</b>	28
Total Related Party Service Fees	<b>\$ 528</b>	\$ 265

Related Party Service Fees (Proceeds) consists of amounts related to:

- 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 is calculated as a percentage of the Respondent's revenue.
- Intermodal Inc. Reimbursements – Reimbursement from Intermodal Inc. under an operating agreement for costs incurred by the Respondent related to intermodal operations. This reimbursement is based on an amount that approximates actual costs. The Respondent also collects certain revenue on behalf of Intermodal Inc. under the operating agreement.

Beginning in July 2010, Intermodal Inc. merged with the Respondent and, as a result all revenue is now fully included in the Respondent's revenue and the Respondent no longer receives these reimbursements from Intermodal Inc.

- 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.
- Intermodal Terminals Charges – Charges from Intermodal Terminals for services provided to the Respondent at intermodal terminal locations. These charges are calculated based on direct costs.
- Total Distribution Services, Inc. ("TDSI") Charges – Charges from TDSI for services provided to the Respondent at automobile ramps. These charges are calculated based on direct costs.
- CSX Trade Receivables, LLC ("CSX Trade Receivables") Charges – Charges from CSX Trade Receivables to the Respondent for sale of receivables from the Respondent to CSX Trade Receivables. These charges are based on the value of the receivables sold to CSX Trade Receivables.
- CSX Insurance Company ("CSX Insurance") – Charges from CSX Insurance for insurance premiums related to personal injury coverage.
- Other consists of proceeds from specialized services billed to CSX Business Management, Inc., CSX Real Property, Inc., and TRANSFLO Corporation and service fees paid to CSX de Mexico, S.A. de C.A.

CSX Technology, Intermodal Terminals, TDSI, CSX Trade Receivables, CSX Insurance, CSX Business Management, Inc., CSX Real Property, Inc., TRANSFLO Corporation and CSX de Mexico, S.A. de C.A. are wholly owned subsidiaries of CSX.

**Detail of Payables (Receivables) to Affiliated Companies**

	2010	2009
<i>(Dollars in Millions)</i>		
CSX Trade Receivables	\$ (369)	\$ (369)
CSX Corporation	(233)	318
CSX Business Management	(114)	(36)
CSX Technology	93	232
Intermodal Terminals	28	-
TRANSFLO	8	6
TDSI	6	4
CSX Insurance	(5)	5
Intermodal Inc	-	29
Other	1	1
Total Payable/(Receivable) to/from Affiliated Companies	<u>\$ (585)</u>	<u>\$ 190</u>

In 2010, Intermodal Inc merged out of existence and all payables were settled. Also in 2010, the Respondent and Intermodal Terminals entered into a new agreement which created the payable this year.

The Respondent and CSX Insurance have entered into a loan agreement whereby the Respondent may borrow up to \$125 million from CSX Insurance. The loan is payable in full on demand. \$55 million was outstanding under the agreement for both 2010 and 2009. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, which was 0.71% and 0.68% at the end of 2010 and 2009, respectively. Interest expense related to the loan was \$0.4 million for both 2010 and 2009, respectively.

In 2009, the Respondent entered into an agreement to transfer eligible third-party receivables to CSX Trade Receivables, a bankruptcy-remote special purpose subsidiary of CSX Corporation. A separate subsidiary of CSX Corporation, CSX Business Management, will service the receivables. Upon transfer, the receivables become assets of CSX Trade Receivables and are shown above as due from CSX Trade Receivables.

As required by the *Related Party Disclosures Topic* in the ASC, the Respondent has identified amounts below owed to Conrail, or its subsidiaries, representing liabilities under the operating, equipment and shared area agreements with Conrail. The Respondent also executed a promissory note with a subsidiary of Conrail, which was included in long-term debt on the Schedule 200.

	December 31, 2010	December 25, 2009
<i>(Dollars in Millions)</i>		
<b>Balance Sheet Information:</b>		
CSXT Payable to Conrail <sup>(a)</sup>	\$ 84	\$ 65
Promissory Note Payable to Conrail Subsidiary		
4.52% CSXT Promissory Note due March 2035 <sup>(b)</sup>	\$ 23	\$ 23

(a) Included on the Schedule 200 as accounts payable because it is short term in nature.

(b) Included on the Schedule 200 as long-term debt

	Fiscal Years	
	2010	2009
<b>Income Statement Information:</b>		
Interest Expense Related to Conrail Notes Payable	\$ 1	\$ 1

**210. RESULTS OF OPERATIONS**  
(Dollars in Thousands)

- |   |  |              |  |
|---|--|--------------|--|
| 1. Disclose requested information for respondent pertaining to results of operations for the year.  | Schedule 210<br>Line 15, col b                     | Cross-Checks | Schedule 210<br>= Line 62, col (b)       |
| 2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18.                  | Lines 47,48,49 col b<br>Line 50, col b             |              | = Line 63, col (b)<br>= Line 64, col (b) |
| 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. |  |              | Schedule 410<br>= Line 620, col h        |
| 4. All contra entries should be shown in parenthesis.   | Line 14, col b<br>Line 14, col d<br>Line 14, col e |              | = Line 620, col f<br>= Line 620, col g   |

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		(a)	(b)	(c)			
		<b>ORDINARY ITEMS OPERATING INCOME</b>					
1		(101) Freight	9,987,444	7,996,581	9,987,444		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-related	-	-	-		3
4		(104) Switching	(108,107)	(100,937)	(108,107)		4
5		(105) Water transfers	-	-	-		5
6		(106) Demurrage	46,704	53,081	46,704		6
7		(110) Incidental	255,564	221,655	255,564		7
8		(121) Joint facility - credit	-	-	-		8
9		(122) Joint facility - debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	10,181,605	8,170,380	10,181,605	-	10
11		(502) Railway operating revenues - transfers from government authorities	-	-			11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities	-	-			12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	10,181,605	8,170,380	10,181,605	-	13
14		(531) Railway operating expenses	7,367,262	6,377,576	7,367,262		14
15		Net revenue from railway operations	2,814,343	1,792,804	2,814,343		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	8,770	19,371			16
17		(510) Miscellaneous rent income	38,901	34,062			17
18		(512) Separately operated properties - profit	-	-			18
19		(513) Dividend income (cost method)	7,699	6,753			19
20		(514) Interest Income	40,315	24,492			20
21		(516) Income from sinking and other funds	-	-			21
22		(517) Release of premiums on funded debt	-	-			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	12,204	(12,560)			24
25		Income from affiliated companies: 519					
26		a. Dividends (equity method)	-	-			25
27		b. Equity in undistributed earnings (losses)	2,926	9,550			26
28		<b>TOTAL OTHER INCOME (lines 16-26)</b>	110,815	81,668			27
29		<b>TOTAL INCOME (lines 15, 27)</b>	2,925,158	1,874,472			28
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	(27,872)	(31,571)			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	(73,286)	(43,964)			34
35		(553) Uncollectible accounts	-	-			35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS</b>	(101,158)	(75,535)			36
37		Income available for fixed charges	2,824,000	1,798,937			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.
		<b>FIXED CHARGES</b>			
38		(546) Interest on funded debt:			38
		(a) Fixed interest not in default	89,576	96,575	
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	1,640	3,150	40
41		(548) Amortization of discount on funded debt	(5,440)	(5,583)	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	85,776	94,142	42
43		Income after fixed charges (line 37 minus line 42)	2,738,224	1,704,795	43
		<b>OTHER DEDUCTIONS</b>			
44		(546) Interest on funded debt:			44
		(c) Contingent interest	-	-	
		<b>UNUSUAL OR INFREQUENT ITEMS</b>			
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before inc. taxes)	2,738,224	1,704,795	46
		<b>PROVISIONS FOR INCOME TAXES</b>			
47		(556) Income taxes on ordinary income:			47
		(a) Federal income taxes	595,318	246,579	
48		(b) State income taxes	71,089	39,988	48
49		(c) Other income taxes	130	(2,380)	49
50		(557) Provision for deferred taxes	391,945	340,247	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 50)	1,058,482	624,434	51
52		Income from continuing operations (line 46 minus line 51)	1,679,742	1,080,361	52
		<b>DISCONTINUED OPERATIONS</b>			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ 0 )	-	-	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ 0 )	-	-	54
55		Income before extraordinary items (lines 52 through 54)	1,679,742	1,080,361	55
		<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>			
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes - Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)	-	-	59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ 0 ).	-	-	60
61		Net income (Loss) (lines 55 + 59 + 60)	1,679,742	1,080,361	61
		<b>RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)</b>			
62		Net revenues from railway operations	2,814,343	1,792,804	62
63		(556) Income taxes on ordinary income (-)	(666,537)	(284,187)	63
64		(557) Provision for deferred income taxes (-)	(391,945)	(340,247)	64
65		Income from lease of road and equipment (-)	(28,693)	(24,400)	65
66		Rent for leased roads and equipment (+)	13,862	13,999	66
67		Net railway operating income (loss)	1,741,030	1,157,969	67



**Notes and Remarks for Schedules 210 and 220**

**220. RETAINED EARNINGS**

(Dollars in Thousands)

1. Show below the items of retained earnings accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries should be shown in parentheses.
3. Show in lines 22 and 23 the amount of assigned Federal income tax consequences for accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if a debit balance), column (c), should agree with line 26, column (b), in Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b) in Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
		(a)			
1		Balances at beginning of year	7,210,821	102,494	1
2		(601.5) Prior period adjustments to beginning retained earnings	-	-	2
		CREDITS			
3		(602) Credit balance transferred from income	1,676,816	2,926	3
4		(603) Appropriations released	-	-	4
5		(606) Other credits to retained earnings	17,856	-	5
6		TOTAL CREDITS	1,694,672	2,926	6
		DEBITS			
7		(612) Debit balance transferred from income	-	-	7
8		(616) Other debits to retained earnings	145,931	-	8
9		(620) Appropriations for sinking and other funds	-	-	9
10		(621) Appropriations for other purposes	-	-	10
11		(623) Dividends: Common stock	590,143	-	11
12		Preferred stock (1)	-	-	12
13		TOTAL DEBITS	736,074	-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	958,598	2,926	14
15		Balances at close of year (lines 1, 2, and 14)	8,169,419	105,420	15
16		Balance from line 15 (c)	105,420	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	8,274,839	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ 0			19
20		Debits during year \$ 0			20
21		Balance at close of year \$ 0			21
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ 0			23
		Account 616 \$ 0			

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

**230. CAPITAL STOCK****PART I. CAPITAL STOCK**

(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common	\$ 20.00	10,000,000	9,061,038	-	9,061,038	\$ 181,225	-	1
2									2
3									3
4	Preferred	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4
5									5
6									6
7									7
8									8
9									9
10									10

**PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR**

(Dollars in Thousands)

1. The purpose of this part is to disclose capital stock changes during the year.
2. Column (a) presents the items to be disclosed.
3. Columns (b), (d), and (f) require disclosure of the number of shares of preferred, common, and treasury stock applicable to the items presented in column (a).
4. Columns (c), (e), and (g) require the disclosure of the book value of preferred, common, and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during the year.
6. Unusual circumstances arising from changes in capital stock shall be fully explained in footnotes to this schedule.

Line No.	Item (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		No. of Shares (b)	\$ Amount (c)	No. of Shares (d)	\$ Amount (e)	No. of Shares (f)	\$ Amount (g)		
11	Balance at beginning of year	-	\$ -	9,061,038	\$ 181,225			\$ 5,569,440	11
12	Capital stock sold 1								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15	Other							65,041	15
16									16
17	Balance at close of year	-	\$ -	9,061,038	\$ 181,225	-	\$ -	\$ 5,634,481	17

NOTE: The amount in Other for Additional Capital consists of \$46,787 related to the merger of CSX Intermodal, Inc. and \$18,254 related to the tax effects of parent company stock compensation

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

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

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers and cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for 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 noncash; 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.

**CASH FLOWS FROM OPERATING ACTIVITIES**

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

**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	1,679,742	1,080,361	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	-	-	11
12		Depreciation and amortization expenses	906,581	872,622	12
13		Net increase (decrease) in provision for Deferred Income Taxes	391,945	340,247	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	-	-	14
15		Decrease (increase) in accounts receivable	44,749	530,376	15
16		Decrease (increase) in material and supplies and other current assets	(43,516)	23,686	16
17		Increase (decrease) in current liabilities other than debt	(551,596)	229,408	17
18		Increase (decrease) in other - net	(29,970)	(116,468)	18
19		Net cash provided from continuing operations (lines 10 through 18)	2,397,935	2,960,232	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	-	-	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	2,397,935	2,960,232	21

**CASH FLOWS FROM INVESTING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	106,613	42,139	22
23		Capital expenditures	(1,591,553)	(1,371,434)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	-	-	24
25		Proceeds from sale/repayment of investment and advances	-	-	25
26		Purchase price of long-term investment and advances	-	-	26
27		Net decrease (increase) in sinking and other special funds	-	-	27
28		Other - net	(109,807)	(402,630)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(1,594,747)	(1,731,925)	29

(Continued on next page)

**240. STATEMENT OF CASH FLOWS (Concluded)**  
**(Dollars in Thousands)**

CASH FLOWS FROM FINANCING ACTIVITIES					
Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
30		Proceeds from issuance of long-term debt	-	-	30
31		Principal payments of long-term debt	(110,961)	(119,515)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(590,000)	(475,000)	34
35		Other - net	(14,504)	(667,254)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(715,465)	(1,261,769)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	87,723	(33,462)	37
38		Cash and cash equivalents at beginning of the year	29,825	63,287	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	117,548	29,825	39
		Footnotes to Schedule			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	109,863	124,781	40
41		Income taxes (net) *	727,558	280,154	41

\* Only applies if indirect method is adopted

NOTES AND REMARKS

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

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

Line No.	Item (a)	Source	Amount (b)	Line No.
	<b>CURRENT OPERATING ASSETS</b>			
1	Interline and other balances (705)	Sched. 200, line 5, col. b	28,121	1
2	Customers (706)	Sched. 200, line 6, col. b	40,789	2
3	Other (707)	Note A	114,117	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Lines 1 + 2 + 3	<b>183,027</b>	4
	<b>OPERATING REVENUE</b>			
5	Railway operating revenue	Sched. 210, line 13, col. b	10,181,605	5
6	Rent income	Note B	93,204	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	<b>10,274,809</b>	7
8	Average daily operating revenues	Line 7 ÷ 360 days	28,541	8
9	Days of operating revenue in current operating assets	Line 4 ÷ Line 8	6	9
10	Revenue delay days plus buffer	Line 9 + 15 days	21	10
	<b>CURRENT OPERATING LIABILITIES</b>			
11	Interline and other balances (752)	Sched. 200, line 31, col. b	39,160	11
12	Audited accounts and wages payable (753)	Note A	110,503	12
13	Accounts payable - other (754)	Note A	278,737	13
14	Other taxes accrued (761.5)	Note A	99,164	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 through 14	<b>527,564</b>	15
	<b>OPERATING EXPENSES</b>			
16	Railway operating expenses	Sched. 210, line 14, col. b	7,367,262	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	906,581	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	6,553,885	18
19	Average daily expenditures	Line 18 ÷ 360 days	18,205	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	29	20
21	Days of working capital required	Line 10 - line 20 (Note C)	-	21
22	Cash working capital required	Line 21 x line 19	-	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	117,548	23
24	Cash working capital allowed	Lesser of line 22 or line 23	-	24
	<b>MATERIALS AND SUPPLIES</b>			
25	Total materials and supplies (712)	Note A	221,305	25
26	Scrap and obsolete material included in account 712	Note A	2,836	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	218,469	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	<b>218,469</b>	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**

Page 26 Other Parties to Joint Control:

Line 01	Delaware & Hudson Operating Co. (operating as Canadian Pacific Rail System)
Line 02	Norfolk Southern Railway Company and Central of Georgia Railroad Company
Line 03	UPRR and NS and BNSF and CP and CN
Line 04	Various Individuals
Line 05	Norfolk Southern Railway Company
Line 06	Central of Georgia Railroad Company
Line 07	Norfolk Southern Railway Company
Line 08	UPRR and NS and BNSF and CN
Line 09	UPRR and BNSF and CP and CN and KCS and NS and Various Other Carriers
Line 10	Norfolk Southern Railway Company
Line 11	Alabama Great Southern Railroad Company
Line 13	Norfolk Southern Railway Company and Florida East Coast Railway, LLC
Line 15	CSX Business Management, Inc.
Line 16	Various Companies
Line 17	Helm General Corporation
Line 18	Riverview II Associates
Line 19	Various Companies/Individuals
Line 20	Various Companies/Individuals
Line 21	UPRR and NS and BNSF
Line 22	UPRR and NS and BNSF

**GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A**

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the 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 US 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 corporations. The symbols and industrial classifications are 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 services 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 classified as noncarrier companies, even though the securities held by such companies are largely or entirely 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**

(Dollars in Thousands)

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	Albany Port Railroad Corporation	50.00	1
2	721	A-1	VII	Augusta and Summerville Railroad Company	50.00	2
3	721	A-1	VII	The Belt Railway Company of Chicago	25.00	3
4	721	A-1	VII	Central Railroad Company of South Carolina	36.47	4
5	721	A-1	VII	Central Transfer Railway and Storage Company	50.00	5
6	721	A-1	VII	Chatham Terminal Company	50.00	6
7	721	A-1	VII	Norfolk and Portsmouth Belt Line Railroad Company	42.86	7
8	721	A-1	VII	Terminal Railroad Association of St. Louis	14.29	8
9	721	A-1	VII	TTX Company	19.65	9
10	721	A-1	VII	Winston-Salem Southbound Railway	50.00	10
11	721	A-1	VII	Woodstock & Blocton Railway Company	50.00	11
12				TOTAL CLASS A-1		12
13	721	A-3	X	Beaver Street Tower Company	50.00	13
14	721	A-3	X	CSX Corporation		14
15	721	A-3	X	CSX Fiber Networks, LLC	97.45	15
16	721	A-3	VII	DOCP Acquisition, LLC	10.00	16
17	721	A-3	VI	Helm Chesapeake Limited Partnership	36.00	17
18	721	A-3	VII	Richmond Center Associates II (Partnership)	50.00	18
19	721	A-3	VI	Transportation Mutual Insurance Company	31.42	19
20	721	A-3	VI	Wesjux Development Company	9.92	20
21	721	A-3	X	MeteorComm, LLC	25.00	21
22	721	A-3	X	PTC-220, LLC	25.00	22
23				TOTAL CLASS A-3		23
24				TOTAL STOCK		24
25	721	B-1	VII	Washington and Franklin Railway Company - Matured 1/1/66		25
26				TOTAL CLASS B-1		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

**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	253			253				1
2	37			37				2
3	891			891				3
4	67			67			11	4
5	11			11				5
6	22			22				6
7	7			7				7
8	-			-				8
9	252			252				9
10	1,323			1,323				10
11	121			121				11
12	2,984	-	-	2,984	-	-	11	12
13	167			167				13
14	40,504			40,504			7,703	14
15	-			-				15
16	31,929			31,929				16
17	3,248			3,248				17
18	-			-				18
19	-			-				19
20	50			50				20
21 *	9,000	8,900	7,067	10,833				21
22	8,379	150		8,529				22
23	93,277	9,050	7,067	95,260	-	-	7,703	23
24	96,261	9,050	7,067	98,244	-	-	7,714	24
25	378			378				25
26	378	-	-	378	-	-	-	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

\* Line 21 and column H, notes a \$7,067 deduction in the Investment in Meteorcomm. An initial \$9,000 was paid for the investment in Meteorcomm in 2009. However, at the time of the investment, a 25% share of MeteorComm's equity was approximately \$1,933. The difference of \$7,067 was recorded in the excess purchase price account in 2010 and is included in Schedule 200, line 21, account 743

**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	E-1	VII	Paducah & Illinois Railroad Company		1
2				TOTAL CLASS E-1		2
3	721	E-2	VII	Winchester & Western Railroad Company		3
4				TOTAL CLASS E-2		4
5	721	E-3	X	Beaver Street Tower Company	50.000	5
6	721	E-3	X	Total Distributions Services, Inc.		6
7	722	E-3	X	TRANSFLO Corporation		7
8				TOTAL CLASS E-3		8
9				TOTAL INVESTMENT AND ADVANCES		9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
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26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35				SUMMARY		35
36	721			Stocks		36
37				Bonds		37
38				Other secured obligations		38
39				Investment advances		39
40				<b>GRAND TOTAL</b>		40

**310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)**

(Dollars in Thousands)

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1	576	-	-	576				1
2	576	-	-	576	-	-	-	2
3	36	-	-	36				3
4	36	-	-	36	-	-	-	4
5	10	-	-	10				5
6	40,981	-		40,981				6
7	2,440	-		2,440				7
8	43,431	-	-	43,431	-	-	-	8
9	44,043	-	-	44,043	-	-	-	9
10								10
11								11
12								12
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30								30
31								31
32								32
33								33
34								34
35								35
36	96,261	9,050	7,067	98,244	-	-	7,714	36
37	378	-	-	378	-	-	-	37
38	-	-	-	-	-	-	-	38
39	44,043	-	-	44,043	-	-	-	39
40	<b>140,682</b>	<b>9,050</b>	<b>7,067</b>	<b>142,665</b>	-	-	<b>7,714</b>	40

**310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES**

(Dollars in Thousands)

## Undistributed Earnings From Certain Investments in Affiliated Companies

- Report below the details of all investments in common stock included in Account 721, Investments and Advances Affiliated Companies.
- Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts).
- Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
- 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.
- For definitions of carrier and noncarrier, see general instructions.

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							1
2	Albany Port Railroad Co.	(166)		153			(13)	2
3	The Belt Railway of Chicago	29,144		1,563			30,707	3
4	Chatham Terminal Co.	5		-			5	4
5	Norfolk and Portsmouth Belt Line Railroad Company	1,814		467			2,281	5
6	TTX Company	340,420		23,419			363,839	6
7	Winston-Salem Southbound Railway Company - Stock	6,593		(895)			5,698	7
8								8
9								9
10								10
11								11
12								12
13	<b>TOTAL CARRIERS</b>	377,810	-	24,707	-	-	402,517	13
14	Noncarriers: (List specifics for each company)							14
15	CSX Fiber Networks, LLC	46,680		5,586			52,266	15
16	Helm Chesapeake	919	448	(45)			1,322	16
17	Richmond Center Association (Partnership)	-		-			-	17
18	MeteorComm, LLC	-		(3,265)			(3,265)	18
19	PTC-220, LLC	-		(478)			(478)	19
20								20
21								21
22								22
23								23
24								24
25								25
26	<b>TOTAL NON-CARRIERS</b>	47,599	448	1,798	-	-	49,845	26
27	<b>Grand Total</b>	425,409	448	26,505 *	-	-	452,362	27

\* Actual equity earnings, as reported on Schedule 210, Line 26 Column (b), were \$2,926. The difference between the Schedule 210 and the equity earnings listed above are due to the following: \$97 for AOCI related to The Belt Railway of Chicago, \$63 for dividends paid and AOCI changes related to Norfolk and Portsmouth Belt Line Railroad Company, and \$23,419 recorded as a credit to rent expense for TTX Company due to the nature of operations.

**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 columns (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 include 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 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 No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	1,788,134			1
2		(3) Grading	2,352,849			2
3		(4) Other right-of-way expenditures	7,607			3
4		(5) Tunnels and subways	136,217			4
5		(6) Bridges, trestles and culverts	1,788,471			5
6		(7) Elevated structures	-			6
7		(8) Ties	3,677,985			7
8		(9) Rail and other track material	5,576,463			8
9		(11) Ballast	2,278,958			9
10		(13) Fences, snowsheds and signs	15,995			10
11		(16) Station and office buildings	701,237			11
12		(17) Roadway buildings	22,004			12
13		(18) Water stations	-			13
14		(19) Fuel stations	84,199			14
15		(20) Shops and enginehouses	313,820			15
16		(22) Storage warehouses	-			16
17		(23) Wharves and docks	2,474			17
18		(24) Coal and ore wharves	173,977			18
19		(25) TOFC/COFC terminals	91,877			19
20		(26) Communications systems	312,670			20
21		(27) Signals and interlockers	1,565,198			21
22		(29) Power plants	2,271			22
23		(31) Power transmission systems	43,031			23
24		(35) Miscellaneous structures	365			24
25		(37) Roadway machines	354,594			25
26		(39) Public improvements - construction	418,448			26
27		(44) Shop machinery	116,335			27
28		(45) Power plant machinery	3,276			28
29		Other lease/rentals	16,863			29
30		TOTAL EXPENDITURES FOR ROAD	21,845,318	-	-	30
31		(52) Locomotives	4,357,623			31
32		(53) Freight train cars	2,672,038			32
33		(54) Passenger train cars	621			33
34		(55) Highway revenue equipment	-			34
35		(56) Floating equipment	1,926			35
36		(57) Work equipment	127,349			36
37		(58) Miscellaneous equipment	294,821			37
38		(59) Computer systems & word processing equipment	17,070			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	7,471,448	-	-	39
40		(76) Interest during construction	-			40
41		(80) Other elements of investment				41
42		(90) Construction work in progress	305,839			42
43		GRAND TOTAL	29,622,605	-	-	43
See Notes on Page 31.						

**330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT - (Continued)**  
(Dollars in Thousands)

Line No.	Cross No.	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		52,954	66,510	(13,556)	1,774,578	1
2		20,216	3,469	16,747	2,369,596	2
3		25	-	25	7,632	3
4		-	-	-	136,217	4
5		57,886	5,130	52,756	1,841,227	5
6		-	-	-	-	6
7		312,986	94,529	218,457	3,896,442	7
8		405,834	311,113	94,721	5,671,184	8
9		132,937	40,249	92,688	2,371,646	9
10		4,300	301	3,999	19,994	10
11		38,738	4,642	34,096	735,333	11
12		(69)	(4,419)	4,350	26,354	12
13		-	-	-	-	13
14		4,902	1,188	3,714	87,913	14
15		7,019	4,097	2,922	316,742	15
16		-	-	-	-	16
17		-	-	-	2,474	17
18		5,294	1,405	3,889	177,866	18
19		-	6	(6)	91,871	19
20		90,234	25,247	64,987	377,657	20
21		84,785	39,904	44,881	1,610,079	21
22		-	-	-	2,271	22
23		1,507	541	966	43,997	23
24		-	(1)	1	366	24
25		49,118	4,176	44,942	399,536	25
26		62,872	26,181	36,691	455,139	26
27		9,731	1,636	8,095	124,430	27
28		-	-	-	3,276	28
29		737	-	737	17,600	29
30		1,342,006	625,904	716,102	22,561,420	30
31		29,985	9,832	20,153	4,377,776	31
32		102,100	169,645	(67,545)	2,604,493	32
33		-	-	-	621	33
34		-	-	-	-	34
35		-	(335)	335	2,261	35
36		431	(589)	1,020	128,369	36
37		32,331	10,869	21,462	316,283	37
38		8,548	-	8,548	25,618	38
39		173,395	189,422	(16,027)	7,455,421	39
40		-	-	-	-	40
41		-	-	-	-	41
42		130,119	-	130,119	435,958	42
43		1,645,520	815,326	830,194	30,452,799	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 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 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 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 therefore 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 discontinuance of accruals should be shown in a footnote, indicating the affected 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 composite rate % (d)	Depreciation Base		Annual composite rate % (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	2,352,849	2,369,596	1.46	4,983	4,983	1.25	1
2	(4) Other right-of-way expenditures	7,607	7,632	1.73	1	1	1.54	2
3	(5) Tunnels and subways	136,217	136,217	1.32	-	-	-	3
4	(6) Bridges, trestles and culverts	1,788,471	1,841,227	1.68	1,878	1,878	1.43	4
5	(7) Elevated structures	-	-	-	-	-	-	5
6	(8) Ties	3,677,985	3,896,442	4.81	1,170	1,170	3.43	6
7	(9) Rail and other track material	5,576,463	5,671,184	2.95	2,702	2,702	2.68	7
8	(11) Ballast	2,278,958	2,371,646	2.76	1,968	1,968	2.50	8
9	(13) Fences, snowsheds and signs	15,995	19,994	2.22	23	23	2.00	9
10	(16) Station and office buildings	701,237	735,333	2.54	548	548	2.50	10
11	(17) Roadway buildings	22,004	26,354	2.73	3	3	2.78	11
12	(18) Water stations	-	-	-	-	-	-	12
13	(19) Fuel stations	84,199	87,913	3.53	-	-	-	13
14	(20) Shops and enginehouses	313,820	316,742	3.03	3	3	2.94	14
15	(22) Storage warehouses	-	-	-	-	-	-	15
16	(23) Wharves and docks	2,474	2,474	5.71	-	-	-	16
17	(24) Coal and ore wharves	173,977	177,866	2.01	-	-	-	17
18	(25) TOFC/COFC terminals	91,877	91,871	2.91	-	-	-	18
19	(26) Communications systems	312,670	377,657	7.67	-	-	-	19
20	(27) Signals and interlockers	1,565,198	1,610,079	3.45	240	240	3.33	20
21	(29) Power plants	2,271	2,271	5.64	-	-	-	21
22	(31) Power transmission systems	43,031	43,997	1.83	-	-	-	22
23	(35) Miscellaneous structures	365	366	-	-	-	-	23
24	(37) Roadway machines	354,594	399,536	9.66	11	11	5.88	24
25	(39) Public improvements - construction	418,448	455,139	2.38	-	-	-	25
26	(44) Shop machinery	116,335	124,430	4.57	-	-	-	26
27	(45) Power plant machinery	3,276	3,276	2.94	-	-	-	27
28	All other road accounts	16,863	17,600	-	-	-	-	28
29	Amortization (other than def. projects)	-	-	-	-	-	-	29
30	TOTAL ROAD	20,057,184	20,786,842	3.14	13,530	13,530		30
	EQUIPMENT							
31	(52) Locomotives	4,357,623	4,377,776	3.61	-	-	-	31
32	(53) Freight train cars	2,672,038	2,604,493	3.59	-	-	-	32
33	(54) Passenger train cars	621	621	-	-	-	-	33
34	(55) Highway revenue equipment	-	-	-	-	-	-	34
35	(56) Floating equipment	1,926	2,261	-	-	-	-	35
36	(57) Work equipment	127,349	128,369	2.83	-	-	-	36
37	(58) Miscellaneous equipment	294,821	316,283	9.28	-	-	-	37
38	(59) Computer systems & WP equipment	17,070	25,618	16.67	-	-	-	38
39	TOTAL EQUIPMENT	7,471,448	7,455,421	3.79	-	-		39
40	GRAND TOTAL	27,528,632	28,242,263	NA	13,530	13,530	NA	40

See Notes on Page 31.

**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" accounts 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	302,416	34,737	-	3,469	-	333,684	1
2		(4) Other right-of-way expenditures	1,432	137	-	-	-	1,569	2
3		(5) Tunnels and subways	29,489	1,847	-	-	-	31,336	3
4		(6) Bridges, trestles and culverts	244,606	31,591	(316)	5,030	-	270,851	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	1,110,004	192,484	-	94,018	36,579	1,171,891	6
7		(9) Rail and other track material	1,116,911	166,567	177,869	311,068	-	1,150,279	7
8		(11) Ballast	539,921	62,849	-	40,192	-	562,578	8
9		(13) Fences, snowsheds and signs	6,215	377	-	301	-	6,291	9
10		(16) Station and office buildings	175,256	21,298	2,365	2,281	-	196,638	10
11		(17) Roadway buildings	(18,998)	820	(36)	5	-	(18,219)	11
12		(18) Water stations	(315)	-	-	-	-	(315)	12
13		(19) Fuel stations	23,248	3,062	-	855	-	25,455	13
14		(20) Shops and enginehouses	148,869	9,573	(5)	331	-	158,106	14
15		(22) Storage warehouses	(14,590)	-	-	-	-	(14,590)	15
16		(23) Wharves and docks	(231)	144	-	-	-	(87)	16
17		(24) Coal and ore wharves	100,029	3,676	-	1,405	-	102,300	17
18		(25) TOFC/COFC terminals	9,427	2,802	-	3	-	12,226	18
19		(26) Communications systems	144,790	28,356	-	25,246	-	147,900	19
20		(27) Signals and interlockers	201,374	56,039	-	39,899	-	217,514	20
21		(29) Power plants	28,578	117	-	-	-	28,695	21
22		(31) Power transmission systems	14,028	819	-	541	-	14,306	22
23		(35) Miscellaneous structures	(926)	11	(123)	-	-	(1,038)	23
24		(37) Roadway machines	211,056	17,588	21,820	4,176	-	246,288	24
25		(39) Public improvements - const.	4,954	10,290	-	26,089	-	(10,845)	25
26		(44) Shop machinery	54,056	5,632	-	1,636	-	58,052	26
27		(45) Power plant machinery	8,110	73	-	-	-	8,183	27
28		All other road accounts	43,332	-	-	(6)	-	43,338	28
29		Amortization (adjustments)	(363,179)	9,629	-	-	-	(353,550)	29
30		TOTAL ROAD	4,119,862	660,518	201,574	556,539	36,579	4,388,836	30
EQUIPMENT									
31	*	(52) Locomotives	1,417,154	164,371	(258)	9,832	-	1,571,435	31
32	*	(53) Freight train cars	856,536	91,278	52,000	167,279	-	832,535	32
33	*	(54) Passenger train cars	-	-	-	-	-	-	33
34	*	(55) Highway revenue equipment	(5,840)	-	-	-	-	(5,840)	34
35	*	(56) Floating equipment	139	56	(351)	-	-	(156)	35
36	*	(57) Work equipment	28,674	4,018	(76)	741	-	31,875	36
37	*	(58) Miscellaneous equipment	125,417	27,713	4,091	9,862	-	147,359	37
38		(59) Computer systems & WP equip.	18,978	3,860	-	-	-	22,838	38
39	*	Amortization (adjustments)	610,071	(45,637)	-	-	-	564,434	39
40		TOTAL EQUIPMENT	3,051,129	245,659	55,406	187,714	-	3,164,480	40
41		GRAND TOTAL	7,170,991	906,177	256,980	744,253	36,579	7,553,316	41

A debit balance in columns (b) or (g) is indicated by ( )

Entries in column (d) represent rail grinding (\$149.1M), salvage (\$82.2M), recapture of depreciation expense on Roadway Machines dealing with track structure construction projects (\$21.8M), other (\$3.9M). Entries in column (f) represent FAS 143 adjustments (\$20.0M), rail and tie cost of removal activity (\$16.0M), other (\$0.6M).

**339. ACCRUED LIABILITY - LEASED PROPERTY**

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses. In column (e), enter debits to accounts 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)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and 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 and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications 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		<b>TOTAL ROAD</b>							30
		<b>EQUIPMENT</b>							
31		(52) Locomotives							31
32		(53) Freight train cars							32
33		(54) Passenger train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems & WP equipment							38
39		Amortization (adjustments)							39
40		<b>TOTAL EQUIPMENT</b>							40
41		<b>GRAND TOTAL</b>							41

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

Included in Schedule 335

**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 to compute depreciation charges for 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 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 discontinuance of accruals should be shown in a footnote, indicating the affected 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 total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base		Annual composite rate (percent) (d)	Line No.
		Beginning of year (b)	Close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and 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 and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications 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	<b>TOTAL ROAD</b>				30
	<b>EQUIPMENT</b>				
31	(52) Locomotives				31
32	(53) Freight train cars				32
33	(54) Passenger train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems & WP equip.				38
39	Amortization (adjustments)				39
40	<b>TOTAL EQUIPMENT</b>				40
41	<b>GRAND TOTAL</b>				41

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

Included in Schedule 332

**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 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	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)		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and 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 and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications 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 & WP equip.							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

Included in Schedule 335

**NOTES AND REMARKS FOR SCHEDULE 342**

**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 discontinuance of accruals should be shown in a footnote, indicating the affected 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.	Account (a)	Depreciation Base		Annual composite rate (percent) (d)	Line No.
		Beginning of year (b)	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 and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and 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 and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications 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 & WP equip.				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)	Retirements (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 and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and 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 and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications 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 & WP equip.							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

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 property owned or leased by respondent and used in 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 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 or 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 columns (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 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 reserves therefor are recorded.

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (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, Inc. - Consolidated	16,410	30,452,799	7,552,564	1
2						2
3	P	Augusta and Summerville Railroad Company		379	244	3
4	P	High Point, Thomasville & Denton Railroad	34	10,581	8,055	4
5	P	Winston-Salem Southbound Railway		35,779	23,396	5
6		Total Inactive or Proprietary Companies	34	46,739	31,695	6
7						7
8	O	Central Railroad Company of South Carolina	40	468		9
9	O	Chicago, Rock Island & Pacific Railroad	86	n/a		8
10	O	Dayton and Michigan Railroad	139	899		10
11	O	Norfolk Southern Railway Company	6	n/a		11
12	O	Southern Railway	9	262		12
13	O	Strouds Creek and Muddlety Railroad	20	256	7	13
14	O	U.S. Steel Corporation	2	159		14
15	O	Virginia Electric and Power Company (Mt. Storm Railroad)	15	3,158		15
16	O	Washington and Franklin Railway Company	32	520	27	16
17	O	Western & Atlantic Railroad	137	7,915	1,368	17
18		Total Other Leased Properties	486	13,637	1,402	18
19						19
20						20
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		<b>TOTAL</b>	16,930	30,513,175	7,585,661	31

**352B. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Property Account)**  
(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 noncarrier owners, or where the 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 on noncarriers 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	1,774,578	433	-	107	1
2		(3) Grading	2,369,596	2,110	-	4,983	2
3		(4) Other right-of-way expenditures	7,632	1	-	1	3
4		(5) Tunnels and subways	136,217	-	-	-	4
5		(6) Bridges, trestles and culverts	1,841,227	1,333	-	1,878	5
6		(7) Elevated structures	-	-	-	-	6
7		(8) Ties	3,896,442	18,519	-	1,170	7
8		(9) Rail and other track material	5,671,184	14,241	-	2,702	8
9		(11) Ballast	2,371,646	7,395	-	1,968	9
10		(13) Fences, snowsheds and signs	19,994	8	-	23	10
11		(16) Station and office buildings	735,333	374	-	548	11
12		(17) Roadway buildings	26,354	3	-	3	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	87,913	-	-	-	14
15		(20) Shops and enginehouses	316,742	37	-	3	15
16		(22) Storage warehouses	-	-	-	-	16
17		(23) Wharves and docks	2,474	-	-	-	17
18		(24) Coal and ore wharves	177,866	-	-	-	18
19		(25) TOFC/COFC terminals	91,871	-	-	-	19
20		(26) Communication systems	377,657	3	-	-	20
21		(27) Signals and interlockers	1,610,079	762	-	240	21
22		(29) Power plants	2,271	-	-	-	22
23		(31) Power transmission systems	43,997	-	-	-	23
24		(35) Miscellaneous structures	366	-	-	-	24
25		(37) Roadway machines	399,536	690	-	11	25
26		(39) Public improvements - construction	455,139	558	-	-	26
27		(44) Shop machinery	124,430	23	-	-	27
28		(45) Power plant machinery	3,276	-	-	-	28
29		Leased property (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	17,600	-	-	-	30
31		TOTAL ROAD	22,561,420	46,490	-	13,637	31
32		(52) Locomotives	4,377,776	-	-	-	32
33		(53) Freight train cars	2,604,493	-	-	-	33
34		(54) Passenger train cars	621	-	-	-	34
35		(55) Highway revenue equipment	-	-	-	-	35
36		(56) Floating equipment	2,261	-	-	-	36
37		(57) Work equipment	128,369	-	-	-	37
38		(58) Miscellaneous equipment	316,283	249	-	-	38
39		(59) Computer systems & WP equipment	25,618	-	-	-	39
40		TOTAL EQUIPMENT	7,455,421	249	-	-	40
41		(76) Interest during construction	-	-	-	-	41
42		(80) Other elements of investment	-	-	-	-	42
43		(90) Construction work in progress	435,958	-	-	-	43
44		GRAND TOTAL	30,452,799	46,739	-	13,637	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 through 138, column (f) = Line 29 column (b)  
 Lines 118 through 123 and 130 through 135, column (f) = Line 29, column (c)

## Schedule 414

Line 231, column (f) = Line 19, columns (b) through (d)  
 Line 230, column (f) = Line 19, columns (e) through (g)

## Schedule 415

Lines 207, 208, 211, 212, column (f) = Lines 5, 38, column (f)  
 Lines 226, 227, column (f) = Lines 24, 39, column (f)  
 Lines 311, 312, 315, 316, column (f) = Lines 32, 35, 36, 37, 40, 41, column (f)

And  
 Schedule 414

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

## Schedule 415

Line 213, column (f) = Lines 5, 38, columns (c) and (d)  
 Line 232, column (f) = Lines 24, 39, columns (c) and (d)  
 Line 317, column (f) = 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 through 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 1, column (j)  
 Line 508, column (f) = Line 2, column (j)  
 Line 509, column (f) = Line 3, column (j)  
 Line 510, column (f) = Line 4, column (j)  
 Line 511, column (f) = Line 5, column (j)  
 Line 512, column (f) = Line 6, column (j)  
 Line 513, column (f) = Line 7, column (j)  
 Line 514, column (f) = Line 8, column (j)  
 Line 515, column (f) = Line 9, column (j)  
 Line 516, column (f) = Line 10, column (j)  
 Line 517, column (f) = 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 allocate the 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)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAY & STRUCTURES								
		ADMINISTRATION								
1		Track	4,275	4,045	2,964	517	11,801	N/A	11,801	1
2		Bridge & building	2,586	419	923	781	4,709	N/A	4,709	2
3		Signal	13,720	1,030	9,133	3,062	26,945	N/A	26,945	3
4		Communication	13	44	2,399	11	2,467	N/A	2,467	4
5		Other	19,312	(9,954)	2,633	10,075	22,066	N/A	22,066	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	42,779	5,903	10,641	-	59,323	N/A	59,323	6
7		Roadway - switching	5,662	200	1,482	18	7,362	N/A	7,362	7
8		Tunnels & subways - running	65	204	-	-	269	N/A	269	8
9		Tunnels & subways - switching	-	2,556	-	-	2,556	N/A	2,556	9
10		Bridges & culverts - running	15,968	3,326	2,363	3,870	25,527	N/A	25,527	10
11		Bridges & culverts - switching	2	-	-	-	2	N/A	2	11
12		Ties - running	1,839	1,075	-	237	3,151	N/A	3,151	12
13		Ties - switching	3,492	79	-	-	3,571	N/A	3,571	13
14		Rail & other track material - running	63,446	35,366	35,462	8,922	143,196	N/A	143,196	14
15		Rail & other track material - switching	8,116	1,029	2	62	9,209	N/A	9,209	15
16		Ballast - running	19,939	378	-	-	20,317	N/A	20,317	16
17		Ballast - switching	239	27	-	-	266	N/A	266	17
18		Road property damaged - running	2,823	133	1	-	2,957	N/A	2,957	18
19		Road property damaged - switching	385	-	-	-	385	N/A	385	19
20		Road property damaged - other	-	126	-	-	126	N/A	126	20
21		Signals & interlockers - running	47,206	17,458	7,586	2,691	74,941	N/A	74,941	21
22		Signals & interlockers - switching	15,284	1,115	4,289	-	20,688	N/A	20,688	22
23		Communications systems	29,089	4,521	8,769	605	42,984	N/A	42,984	23
24		Power systems	1,146	-	-	-	1,146	N/A	1,146	24
25		Highway grade crossings - running	13,467	391	786	-	14,644	N/A	14,644	25
26		Highway grade crossings - switching	40	44	475	-	559	N/A	559	26
27		Station & office buildings	6,071	2,888	4,077	1,209	14,245	N/A	14,245	27
28		Shop buildings - locomotives	3,626	2,201	3,145	149	9,121	N/A	9,121	28
29		Shop buildings - freight cars	383	318	2,899	-	3,600	N/A	3,600	29
30		Shop buildings - other equipment	1,977	3,152	4,529	-	9,658	N/A	9,658	30

**410. RAILWAY OPERATING EXPENSES (Continued)**

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
101		REPAIRS AND MAINTENANCE - (Continued) Locomotive servicing facilities	2,439	122	-	-	2,561	N/A	2,561	101
102		Miscellaneous buildings & structures	538	32	61	44	675	N/A	675	102
103		Coal terminals	65	-	781	-	846	N/A	846	103
104		Ore terminals	-	-	848	-	848	N/A	848	104
105		Other marine terminals	-	-	1,391	-	1,391	N/A	1,391	105
106		TOFC/COFC terminals	-	-	-	-	-	N/A	-	106
107		Motor vehicle loading & distribution facilities	1	-	-	-	1	N/A	1	107
108		Facilities for other specialized service operations	43	7	-	-	50	N/A	50	108
109		Roadway machines	2,235	12,838	879	329	16,281	N/A	16,281	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	3,231	-	1,746	-	4,977	N/A	4,977	111
112		Fringe benefits - running	N/A	N/A	N/A	103,154	103,154	N/A	103,154	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	44,899	44,899	N/A	44,899	114
115		Casualties & insurance - running	N/A	N/A	N/A	9,934	9,934	N/A	9,934	115
116		Casualties & insurance - switching	N/A	N/A	N/A	4,608	4,608	N/A	4,608	116
117		Casualties & insurance - other	N/A	N/A	N/A	2,304	2,304	N/A	2,304	117
118	*	Lease rentals - debit - running	N/A	N/A	30,857	N/A	30,857	N/A	30,857	118
119	*	Lease rentals - debit - switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit - other	N/A	N/A	929	N/A	929	N/A	929	120
121	*	Lease rentals - (credit) - running	N/A	N/A	(16,500)	N/A	(16,500)	N/A	(16,500)	121
122	*	Lease rentals - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	122
123		Lease rentals - (credit) - other	N/A	N/A	(33,800)	N/A	(33,800)	N/A	(33,800)	123
124		Joint facility rent - debit - running	N/A	N/A	-	N/A	-	N/A	-	124
125		Joint facility rent - debit - switching	N/A	N/A	23,002	N/A	23,002	N/A	23,002	125
126		Joint facility rent - debit - other	N/A	N/A	-	N/A	-	N/A	-	126
127		Joint facility rent - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(27)	N/A	(27)	N/A	(27)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(13)	N/A	(13)	N/A	(13)	129
130	*	Other rents - debit - running	N/A	N/A	-	N/A	-	N/A	-	130
131	*	Other rents - debit - switching	N/A	N/A	-	N/A	-	N/A	-	131
132	*	Other rents - debit - other	N/A	N/A	-	N/A	-	N/A	-	132
133	*	Other rents - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	133

**410. RAILWAY OPERATING EXPENSES (Continued)**

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
134	*	REPAIRS AND MAINTENANCE - Continued Other rents - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	134
135	*	Other rents - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	135
136	*	Depreciation - running	N/A	N/A	N/A	436,667	436,667	N/A	436,667	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	231,187	231,187	N/A	231,187	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	14,742	N/A	14,742	N/A	14,742	140
141		Joint facility - debit - other	N/A	N/A	378	N/A	378	N/A	378	141
142		Joint facility - (credit) - running	N/A	N/A	(11)	N/A	(11)	N/A	(11)	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	144
145		Dismantling retired road property - running	314	-	-	-	314	N/A	314	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	-	-	-	N/A	-	147
148		Other - running	2,357	3,160	5,102	-	10,619	N/A	10,619	148
149		Other - switching	17,526	240	1,460	953	20,179	N/A	20,179	149
150		Other - other	1,679	820	2,058	490	5,047	N/A	5,047	150
151		TOTAL WAY AND STRUCTURES	353,378	95,293	138,441	866,778	1,453,890	N/A	1,453,890	151
201		EQUIPMENT LOCOMOTIVES Administration	17,299	927	3,337	2,586	24,149	N/A	24,149	201
202	*	Repair & maintenance	32,382	88,427	246,334	(1,987)	365,156	N/A	365,156	202
203	*	Machinery repair	1,132	976	55	-	2,163	N/A	2,163	203
204		Equipment damaged	1	-	332	-	333	N/A	333	204
205		Fringe benefits	N/A	N/A	N/A	50,143	50,143	N/A	50,143	205
206		Other casualties & insurance	N/A	N/A	N/A	6,451	6,451	N/A	6,451	206
207	*	Lease rentals - debit	N/A	N/A	15,094	N/A	15,094	N/A	15,094	207
208	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	208
209		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	209
210		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	210
211	*	Other rents - debit	N/A	N/A	-	N/A	-	N/A	-	211
212	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	212
213	*	Depreciation	N/A	N/A	N/A	143,523	143,523	N/A	143,523	213
214		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	214
215		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	215
216	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	216

**410. RAILWAY OPERATING EXPENSES (Continued)**

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - Continued Dismantling retired property	-	-	-	-	-	N/A	-	217
218		Other	-	131	1,731	-	1,862	N/A	1,862	218
219		TOTAL LOCOMOTIVES	50,814	90,461	266,883	200,716	608,874	N/A	608,874	219
220		FREIGHT CARS Administration	7,076	(2,950)	2,091	7,202	13,419	N/A	13,419	220
221	*	Repair & maintenance	57,316	90,500	43,905	6,439	198,160	N/A	198,160	221
222	*	Machinery repair	186	370	2,007	-	2,563	N/A	2,563	222
223		Equipment damaged	-	-	7,734	-	7,734	N/A	7,734	223
224		Fringe benefits	N/A	N/A	N/A	30,822	30,822	N/A	30,822	224
225		Other casualties & insurance	N/A	N/A	N/A	19,454	19,454	N/A	19,454	225
226	*	Lease rentals - debit	N/A	N/A	13,716	N/A	13,716	N/A	13,716	226
227	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	227
228		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	228
229		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	229
230	*	Other rents - debit	N/A	N/A	311,338	N/A	311,338	N/A	311,338	230
231	*	Other rents - (credit)	N/A	N/A	(42,849)	N/A	(42,849)	N/A	(42,849)	231
232	*	Depreciation	N/A	N/A	N/A	74,212	74,212	N/A	74,212	232
233		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	233
234		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	234
235	*	Repairs billed to others - (credit)	N/A	N/A	(104,556)	N/A	(104,556)	N/A	(104,556)	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	131	2,341	-	2,472	N/A	2,472	237
238		TOTAL FREIGHT CARS	64,578	88,051	235,727	138,129	526,485	N/A	526,485	238
301		OTHER EQUIPMENT Administration	-	44	475	2,115	2,634	N/A	2,634	301
302	*	Repair & maintenance: Trucks, trailers, & containers - revenue service	-	1	3	-	4	N/A	4	302
303	*	Floating equipment - revenue service	-	-	-	-	-	N/A	-	303
304	*	Passenger & other revenue equipment	-	-	-	-	-	N/A	-	304
305	*	Computers and data processing equipment	-	-	-	-	-	N/A	-	305
306	*	Machinery	8	361	182	-	551	N/A	551	306
307	*	Work & other non-revenue equipment	161	439	40,679	43	41,322	N/A	41,322	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	159	159	N/A	159	309
310		Other casualties & insurance	N/A	N/A	-	2,304	2,304	N/A	2,304	310
311	*	Lease rentals - debit	N/A	N/A	8,302	N/A	8,302	N/A	8,302	311
312	*	Lease rentals - (credit)	N/A	N/A	(15)	N/A	(15)	N/A	(15)	312

<b>410. RAILWAY OPERATING EXPENSES (Continued)</b> (Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
313		OTHER EQUIPMENT - Continued								
313		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	313
314		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	314
315	*	Other rents - debit	N/A	N/A	7,986	-	7,986	N/A	7,986	315
316	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317	*	Depreciation	N/A	N/A	N/A	20,992	20,992	N/A	20,992	317
318		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	318
319		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	319
320	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	320
321		Dismantling retired property	-	-	-	-	-	N/A	-	321
322		Other	-	129	1,426	-	1,555	N/A	1,555	322
323		TOTAL OTHER EQUIPMENT	169	974	59,038	25,613	85,794	N/A	85,794	323
324		TOTAL EQUIPMENT	115,561	179,486	561,648	364,458	1,221,153	N/A	1,221,153	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	67,672	587	2,251	25,758	96,268	N/A	96,268	401
402		Engine crews	203,398	1	682	250	204,331	N/A	204,331	402
403		Train crews	377,608	666	1,325	80,087	459,686	N/A	459,686	403
404		Dispatching trains	58,937	97	7,652	2,483	69,169	N/A	69,169	404
405		Operating signals & interlockers	767	352	3,804	5	4,928	N/A	4,928	405
406		Operating drawbridges	3,730	1	3	74	3,808	N/A	3,808	406
407		Highway crossing protection	5	44	2,305	-	2,354	N/A	2,354	407
408		Train inspection & lubrication	56,060	9,094	1,398	905	67,457	N/A	67,457	408
409		Locomotive fuel	-	1,013,389	-	-	1,013,389	N/A	1,013,389	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	40,049	1,960	914	2,229	45,152	N/A	45,152	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	136	-	9,998	-	10,134	N/A	10,134	413
414		Fringe benefits	N/A	N/A	N/A	372,872	372,872	N/A	372,872	414
415		Other casualties & insurance	N/A	N/A	N/A	20,293	20,293	N/A	20,293	415
416		Joint facility - debit	N/A	N/A	68,464	N/A	68,464	N/A	68,464	416
417		Joint facility - (credit)	-	-	-	-	-	N/A	-	417
418		Other	9,709	1,143	6,128	822	17,802	N/A	17,802	418
419		TOTAL TRAIN OPERATIONS	818,071	1,027,334	104,924	505,778	2,456,107	N/A	2,456,107	419
		YARD OPERATIONS								
420		Administration	9,387	1,420	2,384	6,737	19,928	N/A	19,928	420
421		Switch crews	156,027	1,044	1,018	13,707	171,796	N/A	171,796	421



410. RAILWAY OPERATING EXPENSES (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
422		YARD OPERATIONS - Continued								
422		Controlling operations	37,710	148	2,555	2,793	43,206	N/A	43,206	422
423		Yard and terminal clerical	26,726	91	354	1,046	28,217	N/A	28,217	423
424		Operating switches, signals, retarders, & humps	1,958	360	4,720	176	7,214	N/A	7,214	424
425		Locomotive fuel	-	110,725	-	-	110,725	N/A	110,725	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	1,987	3	3	13	2,006	N/A	2,006	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	287	-	7,768	-	8,055	N/A	8,055	429
430		Fringe benefits	N/A	N/A	N/A	111,283	111,283	N/A	111,283	430
431		Other casualties & insurance	N/A	N/A	N/A	16,435	16,435	N/A	16,435	431
432		Joint facility - debit	N/A	N/A	38,692	N/A	38,692	N/A	38,692	432
433		Joint facility - (credit)	N/A	N/A	(47,620)	N/A	(47,620)	N/A	(47,620)	433
434		Other	3,760	575	10,764	640	15,739	N/A	15,739	434
435		TOTAL YARD OPERATIONS	237,842	114,366	20,638	152,830	525,676	N/A	525,676	435
501		TRAIN AND YARD OPERATIONS COMMON:				N/A				
501		Cleaning car interiors	1	-	5,072		5,073	N/A	5,073	501
502		Adjusting & transferring loads	3	36	8,812	N/A	8,851	N/A	8,851	502
503		Car loading devices & grain docks	-	788	-	N/A	788	N/A	788	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	10,670	10,670	N/A	10,670	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	4	824	13,884	10,670	25,382	N/A	25,382	506
507	*	SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	-	-	-	-	-	N/A	-	507
508	*	Pickup & delivery and marine line haul	-	-	-	-	-	N/A	-	508
509	*	Loading & unloading and local marine	17,790	6,943	208,302	26,920	259,955	N/A	259,955	509
510	*	Protective services	-	-	-	-	-	N/A	-	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	511
512	*	Fringe benefits	-	-	-	8,334	8,334	N/A	8,334	512
513	*	Casualties & insurance	-	-	-	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	7,688	N/A	7,688	N/A	7,688	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	75	-	-	2	77	N/A	77	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	17,865	6,943	215,990	35,256	276,054	N/A	276,054	517

410. RAILWAY OPERATING EXPENSES (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS:								
518		Administration	20,906	4,258	931	4,087	30,182	N/A	30,182	518
519		Employees performing clerical & accounting functions	15,876	47	1,114	1,595	18,632	N/A	18,632	519
520		Communication systems operations	731	-	-	-	731	N/A	731	520
521		Loss & damage claims processing	-	-	1,564	-	1,564	N/A	1,564	521
522		Fringe benefits	-	-	-	64,521	64,521	N/A	64,521	522
523		Casualties & insurance	-	-	-	205	205	N/A	205	523
524		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	524
525		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	525
526		Other	-	133	3,921	10,471	14,525	N/A	14,525	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	37,513	4,438	7,530	80,879	130,360	N/A	130,360	527
528		TOTAL TRANSPORTATION	1,111,295	1,153,905	362,966	785,413	3,413,579	N/A	3,413,579	528
601		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	13,500	3,263	11,153	55,212	83,128	N/A	83,128	601
602		Accounting, auditing, & finance	21,388	31	4,012	55,952	81,383	N/A	81,383	602
603		Management services & data processing	4,536	578	154,754	1,040	160,908	N/A	160,908	603
604		Marketing	16,129	1	11,762	41,656	69,548	N/A	69,548	604
605		Sales	17,165	6	611	3,284	21,066	N/A	21,066	605
606		Industrial development	-	-	-	-	-	N/A	-	606
607		Personnel & labor relations	23,529	77	(4,978)	38,333	56,961	N/A	56,961	607
608		Legal & secretarial	11,098	27	88,861	86,153	186,139	N/A	186,139	608
609		Public relations & advertising	2,765	-	2,284	72,731	77,780	N/A	77,780	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	-	-	-	164,634	164,634	N/A	164,634	611
612		Casualties & insurance	-	-	-	4,147	4,147	N/A	4,147	612
613		Write-down of uncollectible accounts	-	-	-	4,088	4,088	N/A	4,088	613
614		Property taxes	-	-	-	79,908	79,908	N/A	79,908	614
615		Other taxes except on corporate income or payroll	-	-	-	41,558	41,558	N/A	41,558	615
616		Joint facility - debit	-	-	20,665	-	20,665	N/A	20,665	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	77,077	19,203	69,941	60,506	226,727	N/A	226,727	618
619		TOTAL GENERAL AND ADMINISTRATIVE	187,187	23,186	359,065	709,202	1,278,640	N/A	1,278,640	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,767,421	1,451,870	1,422,120	2,725,851	7,367,262	N/A	7,367,262	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/rentals 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 in any category listed on lines 1 through 27.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease/rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	-	N/A	1
2		3	Grading	34,737	-	(259)	2
3		4	Other right-of-way expenditures	137	-	(19)	3
4		5	Tunnels and subways	1,847	-	30	4
5		6	Bridges, trestles and culverts	31,591	-	1,877	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	192,484	-	10,830	7
8		9	Rail and other track material	166,567	-	9,806	8
9		11	Ballast	62,849	-	(2,460)	9
10		13	Fences, snowsheds and signs	377	-	(90)	10
11		16	Station and office buildings	21,298	-	(1,405)	11
12		17	Roadway buildings	820	-	(24)	12
13		18	Water stations	-	-	-	13
14		19	Fuel stations	3,062	-	(268)	14
15		20	Shops and enginehouses	9,573	-	(1,131)	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	144	-	40	17
18		24	Coal and ore wharves	3,676	-	(1,576)	18
19		25	TOFC/COFC terminals	2,802	-	(14)	19
20		26	Communications systems	28,356	-	(8,335)	20
21		27	Signals and interlockers	56,039	-	1,639	21
22		29	Power plants	117	-	22	22
23		31	Power transmission systems	819	-	(34)	23
24		35	Miscellaneous structures	11	-	-	24
25		37	Roadway machines	17,588	-	76	25
26		39	Public improvements: construction	10,290	-	706	26
27		45	Power plant machines	73	-	(85)	27
28		--	Other lease/rentals	-	(18,514)	N/A	28
29			TOTAL	645,257	(18,514)	9,326	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 Schedules 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.

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

Line No.	Cross Check	Type of Equipment	GROSS AMOUNTS RECEIVABLE			GROSS AMOUNTS PAYABLE			Line No.
			Per Diem Basis			Per Diem Basis			
		Private Line Cars	Mileage	Time	Private Line Cars	Mileage	Time		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
CAR TYPES									
1		Box - Plain 40 Foot	-	-	-	-	-	32	1
2		Box - Plain 50 Foot and Longer	-	7	(15)	4,396	907	2,773	2
3		Box - Equipped	-	4,820	13,292	9,511	12,991	38,950	3
4		Gondola - Plain	-	254	1,669	8,536	465	1,248	4
5		Gondola - Equipped	-	1,770	5,530	3,397	2,496	5,885	5
6		Hopper - Covered	-	1,604	7,428	6,295	5,725	15,237	6
7		Hopper - Open Top - General Service	-	191	2,549	2,951	550	1,883	7
8		Hopper - Open Top - Special Service	-	105	1,858	-	642	993	8
9		Refrigerator - Mechanical	-	-	(4)	24	3,865	6,279	9
10		Refrigerator - Nonmechanical	-	49	132	2	1,195	2,800	10
11		Flat - TOFC/COFC	-	899	3,437	22,827	5,730	24,192	11
12		Flat - Multi-Level	(20,819)	82	300	41,085	3,464	17,471	12
13		Flat - General Service	-	-	-	-	27	134	13
14		Flat - Other	-	51	-	11,401	3,808	9,914	14
15		Tank - Under 22,000 Gallons	-	-	(1)	2,248	-	-	15
16		Tank - 22,000 Gallons and Over	-	-	-	7,162	-	-	16
17		All Other Freight Cars	-	2	16	14	48	125	17
18		Auto Racks	-	-	17,643	-	-	21,660	18
19		TOTAL FREIGHT TRAIN CARS	(20,819)	9,834	53,834	119,849	41,913	149,576	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers	-	-	-	36	-	-	20
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	-	36	-	-	24
25		GRAND TOTAL (Lines 19 and 24)	(20,819)	9,834	53,834	119,885	41,913	149,576	25

NOTES AND REMARKS

**GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO 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, and 216 (excluding wreck repairs). Do not report in 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, and 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, 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 expenses 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, lines 5 and 38, compared to Schedule 410, line 213.
  - (b) Freight cars, lines 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, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
  - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 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 therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

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

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT							
(Dollars in Thousands)							
Line No.	Cross Check	Types of equipment  (a)	Repairs (net expense)  (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned  (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	36,515	1,130	-	(171)	1
2		Diesel Locomotive - Road	328,641	140,199	2,020	(17,508)	2
3		Other Locomotive - Yard	-	-	-	-	3
4		Other Locomotive - Road	-	2,911	-	(432)	4
5	*	TOTAL LOCOMOTIVES	365,156	144,240	2,020	(18,111)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	-	-	-	-	6
7		Box - Plain 50 foot and Longer	71	0	147	(2)	7
8		Box - Equipped	13,595	7,746	830	(1,574)	8
9		Gondola - Plain	10,629	6,953	-	(3,879)	9
10		Gondola - Equipped	13,652	8,368	-	(2,946)	10
11		Hopper - Covered	19,855	8,279	-	(9,614)	11
12		Hopper - Open Top - General Service	8,778	9,216	175	(2,093)	12
13		Hopper - Open Top - Special Service	7,095	7,889	-	(1,079)	13
14		Refrigerator - Mechanical	92	765	-	(9)	14
15		Refrigerator - Nonmechanical	330	91	-	(51)	15
16		Flat - TOFC/COFC	147	506	-	(28)	16
17		Flat - Multi-level	3,068	731	-	-	17
18		Flat - General Service	-	-	-	(64)	18
19		Flat - Other	2,801	431	-	(103)	19
20		All Other Freight Cars	6	745	-	-	20
21		Cabooses	-	294	-	-	21
22		Auto Racks	13,485	16,354	316	-	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	93,604	68,368	1,468	(21,442)	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	-	-	-	-	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	-	56	-	-	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	-	56	-	-	35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)	-	-	-	-	36
37	*	Computer Systems & Word Processing Equip.	-	3,860	-	-	37
38	*	Machinery - Locomotives (1)	2,163	2,928	-	-	38
39	*	Machinery - Freight Cars (2)	2,563	2,252	-	-	39
40	*	Machinery - Other Equipment (3)	555	452	-	-	40
41	*	Work and Other Nonrevenue Equipment	41,322	25,647	-	(6,084)	41
42		TOTAL OTHER EQUIPMENT	46,603	35,139	-	(6,084)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	505,363	247,803	3,488	(45,637)	43
(1) Data reported on line 38, column (b) is the amount reported in Sched. 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 Sched. 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 Sched. 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.							

## 415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & 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		614	36,026	-	12,898	-	1
2		14,480	4,235,312	14,808	1,516,382	9,348	2
3		-		-	-	-	3
4		-	91,630	-	32,807	-	4
5	*	15,094	4,362,968	14,808	1,562,087	9,348	5
6		-	-	-	-	-	6
7		-	308	24,010	99	5,771	7
8		1	300,875	2,519	96,661	606	8
9		1,007	287,036	-	92,215	-	9
10		2,481	374,941	-	120,456	-	10
11		1,885	348,544	-	111,975	-	11
12		6,150	294,725	-	94,685	-	12
13		1,339	312,921	-	100,515	-	13
14		690	28,191	-	9,057	-	14
15		5	3,075	-	988	-	15
16		33	14,096	-	4,528	-	16
17		18	22,553	-	7,245	-	17
18		-	-	-	-	-	18
19		41	18,452	-	5,928	-	19
20		66	29,985	-	9,633	-	20
21		-	8,457	-	2,717	-	21
22		-	518,664	15,141	166,646	2,810	22
23		-	-	-	-	-	23
24	*	13,716	2,562,823	41,670	823,348	9,187	24
25		-	-	-	-	-	25
26		-	-	-	(5,840)	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32	*	-	-	-	(5,840)	-	32
33		-	2,261	-	(156)	-	33
34		-	-	-	-	-	34
35	*	-	2,261	-	(156)	-	35
36	*	-	621	-	-	-	36
37	*	(1,267)	25,618	-	22,838	-	37
38	*	-	64,702	-	30,187	-	38
39	*	-	49,773	-	23,221	-	39
40	*	6,687	9,955	-	4,644	-	40
41	*	10,817	444,652	-	179,234	-	41
42		16,237	595,321	-	260,124	-	42
43		45,047	7,523,373	56,478	2,639,563	18,535	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)	Account No.	Owned and Used			Improvements to Leased Property			Capitalized Leases			TOTAL		Line No.
			Investment Base (c)	Accumulated Depreciation (d)	Depr. Rate % (e)	Investment Base (f)	Accumulated Depreciation (g)	Depr. Rate % (h)	Investment Base (i)	Current Year Amortization (j)	Accumulated Amortization (k)	Investment Base (l)	Accumulated Depreciation & Amortization (m)	
1	I	3	1,281,859	180,510	1.46	22,340	3,146	1.46	-	-	-	1,304,199	183,656	1
2		8	1,593,372	479,221	4.81	113,219	34,052	4.81	-	-	-	1,706,591	513,273	2
3		9	3,165,167	641,987	2.95	105,734	21,446	2.95	-	-	-	3,270,901	663,433	3
4		11	1,882,623	446,577	2.76	39,583	9,389	2.76	-	-	-	1,922,206	455,966	4
5	SUB TOTAL		7,923,021	1,748,295		280,876	68,033		-	-	-	8,203,897	1,816,328	5
6	II	3	733,937	103,352	1.46	-	-	-	-	-	-	733,937	103,352	6
7		8	1,657,675	498,561	4.81	-	-	-	-	-	-	1,657,675	498,561	7
8		9	1,606,879	325,921	2.95	-	-	-	-	-	-	1,606,879	325,921	8
9		11	395,894	93,910	2.76	-	-	-	-	-	-	395,894	93,910	9
10	SUB TOTAL		4,394,385	1,021,744		-	-	-	-	-	-	4,394,385	1,021,744	10
11	III	3	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	11
12		8	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	12
13		9	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	13
14		11	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	14
15	SUB TOTAL		-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	15
16	IV	3	331,460	46,676	1.46	-	-	-	-	-	-	331,460	46,676	16
17		8	532,176	160,057	4.81	-	-	-	-	-	-	532,176	160,057	17
18		9	793,404	160,925	2.95	-	-	-	-	-	-	793,404	160,925	18
19		11	53,546	12,702	2.76	-	-	-	-	-	-	53,546	12,702	19
20	SUB TOTAL		1,710,586	380,360		-	-	-	-	-	-	1,710,586	380,360	20
21	V	3	-	-	-	-	-	-	-	-	-	-	-	21
22		8	-	-	-	-	-	-	-	-	-	-	-	22
23		9	-	-	-	-	-	-	-	-	-	-	-	23
24		11	-	-	-	-	-	-	-	-	-	-	-	24
25	SUB TOTAL		-	-	-	-	-	-	-	-	-	-	-	25
26	GRAND TOTAL		14,027,992	3,150,399	N/A	280,876	68,033	N/A	-	-	-	14,308,868	3,218,432	26

## Notes:

- (1) Columns (c) + (f) + (i) = Column (l).
- (2) Columns (d) + (g) + (k) = Column (m).
- (3) 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)

- Report freight expenses only.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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 & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	-	-	-	-	-	-	-	-	-	1
2	*	Pick up and delivery, marine line haul	-	-	-	-	-	-	-	-	-	2
3	*	Loading and unloading and local marine	180,075	-	14,840	(129)	1,516	57,180	-	6,473	259,955	3
4	*	Protective services, total debits and credits	-	-	-	-	-	-	-	-	-	4
5	*	Freight lost or damaged - solely related	-	-	-	-	-	-	-	-	-	5
6	*	Fringe benefits	-	-	4,045	1,188	646	30	-	2,425	8,334	6
7	*	Casualty and insurance	-	-	-	-	-	-	-	-	-	7
8	*	Joint facility - Debit	-	-	-	-	-	-	-	7,688	7,688	8
9	*	Joint facility - Credit	( )	( )	( )	( )	( )	( )	( )	( )	( )	9
10	*	Other	-	-	-	-	-	77	-	-	77	10
11	*	TOTAL	180,075	-	18,885	1,059	2,162	57,287	-	16,586	276,054	11

Road Initials: CSXT Year: 2010



## NOTES AND REMARKS

**Property Schedules Reconciliations:**

Schedule 335, Line 29, column c	\$ 9,629
Less R&E reconciling items	(303)
Schedule 412, Line 29, column d	<u>\$ 9,326</u> <sup>1</sup>
Schedule 410, Line 136, column h	\$ 436,667
Schedule 410, Line 138, column h	231,187
Less R&E reconciling items	(22,597)
Schedule 412, Line 29, column b	<u>\$ 645,257</u> <sup>2</sup>
Schedule 415, Line 5, column c	\$ 144,240
Schedule 415, Line 5, column d	2,020
Schedule 415, Line 38, column c	2,928
Less R&E reconciling items	(5,665)
Schedule 410, Line 213, column h	<u>\$ 143,523</u> <sup>3</sup>
Schedule 415, Line 24, column c	\$ 68,368
Schedule 415, Line 24, column d	1,468
Schedule 415, Line 39, column c	2,252
Plus R&E reconciling items	2,124
Schedule 410, Line 232, column h	<u>\$ 74,212</u> <sup>3</sup>
Schedule 415, Line 35, column c	\$ 56
Schedule 415, Line 37, column c	3,860
Schedule 415, Line 40, column c	452
Schedule 415, Line 41, column c	25,647
Less R&E reconciling items	(9,023)
Schedule 410, Line 317, column h	<u>\$ 20,992</u> <sup>3</sup>

<sup>1</sup> The total amortization expense reported in Schedule 335, line 29, column (c) includes amortization for all road accounts, including R&E 44. However, as no line has been provided for R&E 44 in Schedule 412, amounts relating to R&E 44 are reconciling items between the two schedules.

<sup>2</sup> The total depreciation expense reported in Schedule 412, line 29, column (b) includes depreciation for all road accounts, including R&E 44 and R&E 59. However, as no lines are provided for R&E 44 and R&E 59 in Schedule 412, amounts relating to R&E 44 and R&E 59 are reconciling items between the two schedules.

<sup>3</sup> The total depreciation expense reported in Schedule 410, column (h), lines 213, 232, and 317 include equipment accounts only, properly excluding the road accounts for R&E 44, R&E 56, R&E 57 and R&E 59. However, as the Schedule 415 includes portions of R&E 44, R&E 57 and R&E 59, amounts relating to those R&E lines are reconciling items between the two schedules.

**450. ANALYSIS OF TAXES**  
(Dollars in Thousands)

**A. Railway Taxes**

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	201,807	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	595,318	2
3		Excess Profits	-	3
4	*	Total - Income Taxes (Lines 2 and 3)	595,318	4
5		Railroad Retirement	347,095	5
6		Hospital Insurance	29,769	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	24,460	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	996,642	10
11		Total - Railway Taxes	1,198,449	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 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.	6,595,616	249,478	-	6,845,094	1
2	Accelerated amortization of facilities, Sec. 168 IRC	-	-	-	-	2
3	Accelerated amortization of rolling stock, Sec. 184 IRC	-	-	-	-	3
4	Amortization of rights of way, Sec 185 IRC	(78,174)	2,233	-	(75,941)	4
5	Other (Specify)	-	-	-	-	5
6	Claims and contingency reserves	(141,610)	26,763	-	(114,847)	6
7	Reserve for separation pay	(25,583)	4,583	-	(21,000)	7
8	Postretirement medical benefits	(140,785)	21,942	-	(118,843)	8
9	Other temporary differences	(16,786)	23,632	(69,983)	(63,137)	9
10	Federal effect of state	(267,433)	(34,092)	411	(301,114)	10
11	State deferred income taxes	764,094	97,406	(1,175)	860,325	11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	-	-	-	-	18
19	TOTALS	6,689,339	391,945	(70,747)	7,010,537	19

**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.	NONE
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	N/A
(2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes	N/A
(3) Balance of current year's credit used to reduce current year's tax accrual	N/A
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	N/A
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	N/A
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.	-

**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; and 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 (c)	Line No.
1	606	Other postretirement benefit adjustments		13,456	1
2	606	Pension adjustments		3,638	2
3	606	Unrealized gain on marketable securities		762	3
4	606	Total 606		17,856	4
5	616	Rail grinding adjustments	92,296		5
6	616	CSX Intermodal merger	48,025		6
7	616	Non consolidated equity investments	5,400		7
8	616	Hedging	210		8
9		Total 616	145,931		9
10					10
11					11
12					12
13					13
14					14
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29					29
30					30

**MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS**



**501. GUARANTEES 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 and Improvement Mortgage	1,041 plus interest	Joint	1
2	Guarantors: CSXT, BN, ICG, MKT,	Bonds, Series C, 4% due 7/1/2019			2
3	MP, NS, and SSW				3
4					4
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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 the 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 of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	6.251% Secured Equipment Notes	CSX Corporation	336,119	Sole	1
2	Due 1/15/2023				2
3	8.375% Secured Equipment Notes	CSX Corporation	322,962	Sole	3
4	Due 10/15/2014				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 and 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.

**This represents a \$22,000 line of credit for the Indiana Rail Road Company. The line of credit is guaranteed by Midland United Corporation. As of 12/31/2010, the outstanding balance was \$10,606 with an unused portion of \$11,394. The interest rate at 12/31/2010 for the used portion was 2.753%, and the unused portion was 0.250%. The maximum used portion outstanding at any one time was \$15,524 during 2010, and the weighted average interest rate was 2.503% for the used portion during that time.**

**NOTES AND REMARKS**

**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 No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
1	751	Loans and notes payable	Sch 200, Line 30	10,606	1
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	94,532	2
3	765/767	Funded debt unmatured	Sch 200, Line 41	420,149	3
4	766	Equipment obligations	Sch 200, Line 42	744,047	4
5	766.5	Capitalized lease obligations	Sch 200, Line 43	6,801	5
6	768	Debt in default	Sch 200, Line 44	-	6
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	-	7
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	63,550	8
9		Total debt	Sum of Lines 1 through 8	1,339,685	9
10		Debt directly related to road property	Note 1	69,900	10
11		Debt directly related to equipment	Note 1	833,760	11
12		Total debt related to road and equipment	Lines 10 and 11	903,660	12
13		Percent directly related to road	Line 10 / Line 12 Whole % + 2 decimals	7.74%	13
14		Percent directly related to equipment	Line 11 / Line 12 Whole % + 2 decimals	92.26%	14
15		Debt not directly related to road or equipment	Line 9 - Line 12	436,025	15
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	103,648	16
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	1,236,037	17

**II. Interest Accrued During Year:**

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	85,776	18
19	546	Contingent Interest On Funded Debt	Sch. 210, Line 44	-	19
20	517	Release of Premiums on Funded Debt	Sch. 210, Line 22	-	20
21		Total Interest (Note 3)	(Line 18 + Line 19) - Line 20	85,776	21
22		Interest Directly Related to Road Property Debt	Note 4	4,057	22
23		Interest Directly Related to Equipment Debt	Note 4	64,047	23
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	17,672	24
25		Interest On Road Property Debt (Note 5)	Line 22 + (Line 24 x Line 13)	5,425	25
26		Interest On Equipment Debt (Note 5)	Line 23 + (Line 24 x Line 14)	80,351	26
27		Embedded Rate of Debt Capital - Road Property	Line 25 / Line 16	5.23%	27
28		Embedded Rate of Debt Capital - Equipment	Line 26 / Line 17	6.50%	28

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 during 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 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 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 this Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished to 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 the 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 provide a 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 the 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) for paid or (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**  
(Dollars in Thousands)

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 (d)	Amount due from or to related parties (e)	Line No.
1	CSX Business Management		Common	Advance		114,605 R	1
2	CSX Business Management		Common	Interest Income	(21,541)		2
3	CSX Business Management		Common	Management Income	(3,839)		3
4	CSX Corporation		Controlled	Advance		232,938 R	4
5	CSX Corporation		Controlled	Interest Income	(340)		5
6	CSX Corporation		Controlled	Management Fee	302,728		6
7	CSX Insurance		Common	Advance		5,133 R	7
8	CSX Insurance		Common	Interest Expense	396		8
9	CSX Insurance		Common	Insurance Expense	46,383		9
10	CSX Intermodal		Common	Operating Agreement - Exp. Credits	(242,822)		10
11	CSX Intermodal Terminals		Common	Operating Agreement	147,016	28,490 P	11
12	CSX de Mexico		Common	Management Fee	1,245		12
13	CSX Trade Receivables		Common	Advance		368,719 R	13
14	CSX Trade Receivables		Common	Management Fee	53,724		14
15	CSX Real Property		Common	Advance		964 P	15
16	CSX Real Property		Common	Management Fee	5,890		16
17	CSX Technology		Common	Advance		93,339 P	17
18	CSX Technology		Common	Management Fee	163,733		18
19	Total Distribution Services, Inc.		Common	Advance		5,655 P	19
20	Total Distribution Services, Inc.		Common	Management Fee	56,327		20
21	TRANSFLO Corporation		Common	Advance		7,965 P	21
22	TRANSFLO Corporation		Common	Management Income	(2,303)		22
23							23
24							24
25							25

Note: Please refer to Note 6, page 14A 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 classifications:

- (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 or 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 distances 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** - Yard 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 relationship 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.



## 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	15,919	3,455	96	613	447	7,620	28,150	1
2	1J	25%	-	-	-	-	-	31	31	2
3	1J	33%	-	-	-	-	-	20	20	3
4	1J	40%	-	-	-	-	-	3	3	4
5	1J	50%	70	68	-	1	5	121	265	5
6	1J	66%	-	-	-	-	-	11	11	6
7	TOTAL CLASS 1		15,989	3,523	96	614	452	7,806	28,480	7
8	2	100%	129	2	-	9	33	33	206	8
9	2	Ontario	53	-	-	9	-	5	67	9
10	2	Quebec	13	-	-	-	4	-	17	10
11	2J	85%	226	-	-	6	46	25	303	11
12	TOTAL CLASS 2		421	2	-	24	83	63	593	12
13	3A	100%	324	15	-	36	3	56	434	13
14	3B	100%	346	44	1	6	15	230	642	14
15	3BJ	33%	-	3	-	-	-	-	3	15
16	3A	Quebec	17	-	-	-	-	-	17	16
17	3B	Quebec	13	-	-	-	4	-	17	17
18	TOTAL CLASS 3		700	62	1	42	22	286	1,113	18
19	4A	100%	-	-	-	-	-	2	2	19
20	4B	100%	131	69	3	-	2	100	305	20
21	4BJ	50%	7	-	-	-	-	-	7	21
22	TOTAL CLASS 4		138	69	3	-	2	102	314	22
23	5	100%	3,797	1,178	622	244	71	664	6,576	23
24	5J	33%	-	-	-	-	-	1	1	24
25	5J	50%	2	-	-	-	-	-	2	25
26	5	Ontario	10	1	-	4	1	6	22	26
27	5	Quebec	6	-	-	-	-	-	6	27
28	TOTAL CLASS 5		3,815	1,179	622	248	72	671	6,607	28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
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42										42
43										43
44										44
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48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57			21,063	4,835	722	928	631	8,928	37,107	57
58	Miles of electrified road or track included in the preceding grand total		-	-	-	-	-	-	-	58

# 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 road owned but not operated. The respondent's proportion of operated road held by it as a 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 (h).

Mileage should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e. counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	904	-	-	-	111	1,015	163	-	1
2		Canada - Ontario	-	53	-	-	10	63	-	-	2
3		Canada - Quebec	-	13	30	-	6	49	12	-	3
4		Connecticut	6	-	-	-	62	68	-	-	4
5		Delaware	23	-	-	-	21	44	-	-	5
6		District Of Columbia	18	-	-	-	2	20	-	-	6
7		Florida	1,523	-	-	81	47	1,651	125	-	7
8		Georgia	1,421	-	118	-	75	1,614	147	-	8
9		Illinois	607	35	55	-	219	916	40	-	9
10		Indiana	1,170	191	15	-	259	1,635	288	-	10
11		Kentucky	1,570	15	1	10	46	1,642	55	-	11
12		Louisiana	35	-	-	-	8	43	-	-	12
13		Maryland	448	17	5	-	86	556	-	-	13
14		Massachusetts	224	-	10	9	154	397	8	-	14
15		Michigan	418	-	-	-	151	569	181	-	15
16		Mississippi	74	-	-	-	20	94	-	-	16
17		Missouri	-	-	-	-	13	13	-	-	17
18		New Jersey	63	-	-	-	585	648	2	-	18
19		New York	844	-	195	-	254	1,293	21	-	19
20		North Carolina	1,067	-	-	7	52	1,126	-	-	20
21		Ohio	1,287	-	140	12	465	1,904	239	-	21
22		Pennsylvania	428	47	46	5	536	1,062	86	-	22
23		South Carolina	1,222	-	47	-	17	1,286	12	-	23
24		Tennessee	831	-	15	-	160	1,006	64	-	24
25		Virginia	763	30	7	-	254	1,054	2	-	25
26		West Virginia	1,043	20	16	14	202	1,295	182	-	26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (Single Track)	15,989	421	700	138	3,815	21,063	1,627	-	35

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 (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is 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 the 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-propelled, 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 manufacturer's 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 (l)
Line 6, column (j)	=	Line 12, column (l)
Line 7, column (j)	=	Line 13, column (l)
Line 8, column (j)	=	Line 14, column (l)
Line 9, column (j)	=	Line 15, column (l)
Line 10, column (j)	=	Line 16, column (l)

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

When data appear in columns (k) or (l), lines 36 through 53, and 55, column (m) should have data on the same lines.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year						Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)		
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)								
		Locomotive Units										(HP)			
1		Diesel-freight units	3,538	-	-	-	4	9	3,358	175	3,533	12,986,440	-	1	
2		Diesel-passenger units	4	-	-	-	-	-	4	-	4	12,000	-	2	
3		Diesel-multiple purpose units	-	-	-	-	-	-	-	-	-	-	-	3	
4		Diesel-switching units	307	7	-	-	-	-	314	-	314	636,100	-	4	
5	*	TOTAL (lines 1 to 4)	3,849	7	-	-	4	9	3,676	175	3,851	13,634,540	-	5	
6	*	Electric locomotives	-	-	-	-	-	-	-	-	-	-	-	6	
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	7	
8	*	TOTAL (lines 5, 6, and 7)	3,849	7	-	-	4	9	3,676	175	3,851	13,634,540	-	8	
9	*	Auxiliary units	221	-	-	-	-	-	221	-	221	N/A	-	9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	4,070	7	-	-	4	9	3,897	175	4,072	N/A	-	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	Before Jan. 1, 1990 (b)	Between Jan. 1, 1990 and Dec 31, 1994 (d)	Between Jan. 1, 1995 and Dec 31, 1999 (e)	Between Jan. 1, 2000 and Dec 31, 2004 (f)	Between Jan. 1, 2005 and Dec 31, 2009 (f)	During Calendar Year					Total (l)	Line No.
								2010 (g)	2011 (h)	2012 (i)	2013 (j)	2014 (k)		
11	*	Diesel	1,756	541	601	380	566	7	-	-	-	-	3,851	11
12	*	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	1,756	541	601	380	566	7	-	-	-	-	3,851	14
15	*	Auxiliary units	186	-	-	-	35	-	-	-	-	-	221	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,942	541	601	380	601	7	-	-	-	-	4,072	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 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 and rebuilt units rewritten into property accounts (e)	All other units including reclassification and 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)	-								-			20	
21		Dining, grill, & tavern cars (All class D, PD)	-								-			21	
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)	-								-			22	
23		TOTAL (Lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	23	
24		Self-Propelled Electric passenger cars (EP, ET)	-								-			24	
25		Electric combined cars (EC)	-								-			25	
26		Internal combustion rail motorcars (ED, EG)	-								-			26	
27		Other self-propelled cars (Specify types)	-								-			27	
28		TOTAL (Lines 24 to 27)	-	-	-	-	-	-	-	-	-	-	-	28	
29		TOTAL (Lines 23 and 28)	-	-	-	-	-	-	-	-	-	-	-	29	
30		Company Service Cars Business cars (PV)	23					-	18	5	23	N/A		30	
31		Board outfit cars (MWX)	31					-	21	10	31	N/A		31	
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	53					5	48	-	48	N/A		32	
33		Dump and ballast cars (MWB, MWD)	1,705			-	-	25	1,338	342	1,680	N/A		33	
34		Other maintenance and service equipment cars	4,501			-	222	94	4,532	97	4,629	N/A		34	
35		TOTAL (Lines 30 to 34)	6,313	-	-	-	222	124	5,957	454	6,411	-	-	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 FROM 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, including reclassification and second hand units purchased or leased from others  (g)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1_, B2_)	-		-			-	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_, B6_, B7_, B8_)	117		-			3	37
38		Equipped box cars (All Code A, Except A_5_)	11,878		-			-	38
39		Plain gondola cars (All Codes G & J, J_1_, J_2_, J_3_, J_4_)	9,658		1,294			1,205	39
40		Equipped gondola cars (All Code E)	15,524		-			-	40
41		Covered hopper cars (C_1_, C_2_, C_3_, C_4_)	11,689		410			-	41
42		Open top hopper cars - general service (All Code H)	10,679		-			-	42
43		Open top hopper cars - special service (J_O and All Code K)	6,558		185			-	43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	31		-			-	44
45		Refrigerator cars - non-mechanical (R_0_, R_1_, R_2_)	583		-			-	45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	618		-			-	46
47		Flat cars - multilevel (All Code V)	10,473		-			8	47
48		Flat cars - general service (F10_, F20_, F30_)	6		-			-	48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	6,417		-			-	49
50		Tank cars - under 22,000 gal. (T_0_, T_1_, T_2_, T_3_, T_4_, T_5_)	-		-			-	50
51		Tank cars - 22,000 gal. and over (T_6_, T_7_, T_8_, T_9_)	1		-			-	51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	50		-			-	52
53		TOTAL (Lines 36 to 52)	84,282	-	1,889	-	-	1,216	53
54		Caboose (All Code M-930)	N/A	178					54
55		TOTAL (Lines 53 and 54)	84,282	178	1,889	-	-	1,216	55

Note: 30 covered hopper cars purchased in December 2010 were not included in the Umler system as of year-end, therefore, Line 41 column (d) does not agree to Schedule 710S, Line 17 column (b).

## 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 refers 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 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 col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Time-mileage cars (k)	All Others (l)			
36		-	-	-	-	-	-	-	36
37		-	24	96	120		11,923		37
38		338	9,173	2,367	11,540		965,013		38
39		343	8,976	2,838	11,814		1,342,702		39
40		1,780	12,897	847	13,744		1,365,435		40
41		1,002	10,847	250	11,097		1,132,345		41
42		1,986	7,479	1,214	8,693		900,696		42
43		996	5,656	91	5,747		609,097		43
44		-	-	31	31		2,529		44
45		166	40	377	417		31,204		45
46		35	250	333	583		93,079		46
47		392	-	10,089	10,089		370,580		47
48		-	6	-	6		473		48
49		41	556	5,820	6,376		597,493		49
50		-	-	-	-		-		50
51		1	-	-	-		-		51
52		5	45	-	45		3,423		52
53		7,085	55,949	24,353	80,302	-	7,425,992	-	53
54		27	151			151			54
55		7,112	56,100	24,353	80,302	151	7,425,992	-	55



710. INVENTORY OF EQUIPMENT - Continued									
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM 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 units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels (tugboats, car ferries, etc.)	-					-	56
57		Non-self-propelled vessels (car floats, lighters, etc.)	-					-	57
58		TOTAL (Lines 56 and 57)	-	-	-	-	-	-	58
59		HIGHWAY REVENUE EQUIPMENT Chassis (Z1 , Z67 , Z68 , Z 69 )	-					-	59
60		Dry van (U2 , Z , Z6 , L6)						-	60
61		Flat bed (U3 , Z3 )	-					-	61
62		Open bed (U4 , Z4 )	-					-	62
63		Mechanical refrigerator (U5 , Z5 )	-					-	63
64		Bulk hopper (U0 , Z0 )	-					-	64
65		Insulated (U7 , Z7 )	-					-	65
66		Tank (Z0 , U6 ) (See note)	-					-	66
67		Other trailer and container (Special equipped dry van U9 , Z8 , Z9 )						-	67
68		Tractor	-					-	68
69		Truck	-					-	69
70		TOTAL (Lines 59 to 69)	-	-	-	-	-	-	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 col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Per diem (k)	All Others (l)			
56					-				56
57					-				57
58		-	-	-	-	-	-	-	58
59		-			-			-	59
60			-	-	-	-		-	60
61		-	-	-	-	-		-	61
62		-	-	-	-	-		-	62
63		-	-	-	-	-		-	63
64		-	-	-	-	-		-	64
65		-	-	-	-	-		-	65
66		-	-	-	-	-		-	66
67			-	-	-	-		-	67
68		-	-	-	-	-		-	68
69		-	-	-	-	-		-	69
70		-	-	-	-	-	-	-	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). 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 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	<b>Locomotives</b>					1
2	Diesel-Switching locomotives, 2GS14B, 1400HP	4	560	5,584,000	P	2
3	Diesel-Switching locomotives, 3GS21B, 2100HP	3	418	4,188,000	P	3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15	<b>Freight Cars</b>					15
16	2010 286grl Hybrid Coal Gondolas	1294	31,663	81,522,000	P	16
17	2010 286grl Covered Hopper 5201cf	440	13,904	28,153,400	P	17
18	2010 286grl Aggregate Hopper	185	5,328	15,056,040	P	18
19						19
20						20
21						21
22						22
23						23
24						24
25	<b>TOTAL</b>	1,926	51,873	134,503,440	N/A	25
<b>REBUILT UNITS</b>						
26	<b>Locomotives</b>					26
27						27
28						28
29						29
30	<b>Freight Cars</b>					30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	<b>TOTAL</b>	0	0	0	N/A	38
39	<b>GRAND TOTAL</b>	1,926	51,873	134,503,440	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 (including 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 (including 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 (including passing tracks, turnouts, and crossovers).
  - D. Freight density of less than 1 million gross ton-miles per track-mile per year (including 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 track 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

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	10,904	41.15	47.17	32.66	1
2	B	6,028	11.36	40.73	34.75	2
3	C	2,428	3.32	30.32	27.00	3
4	D	2,322	0.23	19.69	3.50	4
5	E	8,818	XXXXXXXXXX	XXXXXXXXXX		5
6	TOTAL	30,500			97.91	6
7	F		XXXXXXXXXX	XXXXXXXXXX		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**

96

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 that are considered to be spot maintenance.
4. In line 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 treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over the 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							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties % of spot maintenance (k)*	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	1,678,471	-	5,519	-	-	-	-	1,683,990	4,634,382	3.00	1
2	B	913,008	-	-	-	-	-	-	913,008	2,431,560	3.00	2
3	C	325,349	-	-	-	-	-	-	325,349	195,218	3.00	3
4	D	128,283	-	-	-	-	-	-	128,283	222,710	3.00	4
5	E	314,771	-	-	-	-	-	-	314,771	2,513,188	3.00	5
6	TOTAL	3,359,882	-	5,519	-	-	-	-	3,365,401	9,997,058	3.00	6
7	F	-	-	-	-	-	-	-	-	-	0.00	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	0.00	8
9	Average cost per crosstie	\$ 38.95	and switchtie (MBM)		\$ 754.29	* 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 under remarks 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 ties (a)	Crossties			Switch and Bridge Ties			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	22,443	35.46	796	-	-	298	NEW	1
2	T	-	-	-	-	-	-	RELAY	2
3	S	-	-	-	-	-	-	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	22,443	35.47	796	-	-	298		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					0.06			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					9.47			22

### 723. RAILS LAID IN REPLACEMENT

88

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 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 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	747.45	1.96	17.61	-	765.06	1.96	3.00	1	
2	B	159.99	6.25	80.60	4.27	240.59	10.52	3.00	2	
3	C	11.30	5.36	52.29	6.90	63.59	12.26	3.00	3	
4	D	36.34	2.86	37.28	7.22	73.62	10.08	3.00	4	
5	E	3.97	1.43	47.28	14.45	51.25	15.88	3.00	5	
6	TOTAL	959.05	17.86	235.06	32.84	1,194.11	50.70	3.00	6	
7	F	-	-	-	-	-	-	0.00	7	
8	Potential abandonments	-	-	-	-	-	-	0.00	8	
9	Average cost of new and relay rail laid in replacement per gross ton:				New	\$ 843.06	Relay	\$ 178.50		9

\* Estimate

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

(Dollars in Thousands)

- 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:
  - New steel rails, Bessemer process.
  - New steel rails, open-hearth process.
  - New rails, special alloy (describe more fully in a footnote).
  - Relay rails.
- 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.
- 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, Crossovers, Etc.				Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks				Line No.
		Weight of rail		Total cost of rail applied in running track, passing track, crossovers, etc., during year (d)	Average cost per ton (2000 lbs) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching track during year (h)	Average cost per ton (2000 lbs) (i)	
		Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)			Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)			
1	2	115	-	-	-	115	5	4	800	1
2	2	136	1,253	1,074	857	136	587	502	855	2
3	4	132	1,236	195	158	132	215	34	158	3
4	4	140	-	-	-	140	741	110	148	4
5										5
6										6
7										7
8										8
9										9
10										10
11										11
12										12
13										13
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27										27
28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37	Total	N/A	2,489	1,269	510	N/A	1,548	650	420	37
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								0.06	38
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								9.47	39
40	Track-miles of welded rail installed on system this year				-	Total to date			26,209	40



## 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	70	1.01			1
2	75	1.72			2
3	78	3.98			3
4	80	31.64			4
5	85	42.98			5
6	90	145.83			6
7	100	785.22			7
8	105	137.21			8
9	107	36.10			9
10	110	42.21			10
11	112	599.29			11
12	115	2,360.91			12
13	119	5.30			13
14	120	2.46			14
15	122	2,221.53			15
16	127	469.10			16
17	130	218.90			17
18	131	1,035.53			18
19	132	4,939.43			19
20	133	66.27			20
21	136	4,326.70			21
22	140	1,274.88			22
23	141	2,214.41			23
24	152	4.20			24
25	155	37.19			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					48

### 726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.
2. In columns (d), (e), (g), and (j), 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					Cubic yards of ballast placed (h)	Miles surfaced (i)**	
		Crossties (b)	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)				
1	A	1,683,990	4,634,382	5.1	3.6	767.02	3.5	1,500,412	4,771	43.80	1
2	B	913,008	2,431,560	5.0	1.9	251.11	2.1	658,964	2,095	34.80	2
3	C	325,349	195,218	4.4	0.9	75.85	1.6	181,072	576	23.70	3
4	D	128,283	222,710	1.8	0.4	83.70	1.8	74,122	236	10.00	4
5	E	314,771	2,513,188	1.4	2.9	67.13	0.4	103,462	329	3.70	5
6	TOTAL	3,365,401	9,997,058	3.7	2.6	1,244.81	2.0	2,518,032	8,007	26.20	6
7	F	-	-	-	-	-	-	-	-	-	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	8

\* Estimate

\*\* Includes smoothing and out-of-face surfacing

### 750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)			
Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	441,779,849	1
2	Passenger	-	2
3	Yard switching	48,269,900	3
4	TOTAL	490,049,749	4
5	COST OF FUEL \$(000) *	1,124,114	5
6	Work Train	1,334,336	6

\* Show cost of fuel charged to train and yard service (function 67-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 predominately freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel should be included in passenger service.

## 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 reports. 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 or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work ec

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, 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 a 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 shall be 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 for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. 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 private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue 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 conductor's or dispatcher's 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). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

(L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. 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.

**INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - (Concluded)**

(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 final terminals, including trains switching at way stations and delays on road as shown by conductor's or dispatcher's 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 carrier's property from destruction; trains run for transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains 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 vehicles (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc. when a tariff provision requires that the shipper or motor carrier, etc., and not the railroad, perform that service. Note: The count should reflect the trailers/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 yards (excluding cars which are to be repaired in the 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.

(U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (4-120), 57 (4-140), and 75 (4-160) will be computed using cars rather than constructed container platforms. For example, an articulated car consisting of five platforms moved one mile will be counted as one car-mile, not five car-miles.

(V) The Intermodal Load Factor reported on Line 134 will be calculated for the average number of intermodal (TOFC/COFC) units loaded on the average intermodal car. Units are to be calculated in the same manner as Line 123 (13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)). Intermodal cars will be calculated in accordance with instruction U for reporting Flat-TOFC/COFC Car-miles. Both intermodal (TOFC/COFC) units and intermodal cars are to be calculated using actual units and not constructed intermodal (TOFC/COFC) units or cars.

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)	21,063		1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	19,862,165	XXXXXXX	2
3		2-02 Way Trains	11,650,033	XXXXXXX	3
4		2-03 Through Trains	47,452,881		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	78,965,079	-	5
6		2-05 Motorcars (C)	-	-	6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	78,965,079	-	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	43,952,294	XXXXXXX	8
9		3-02 Way Trains	14,644,955	XXXXXXX	9
10		3-03 Through Trains	119,232,071		10
11		3-04 TOTAL (Lines 8-10)	177,829,320	-	11
12		3-11 Train Switching (F)	6,166,260	XXXXXXX	12
13		3-21 Yard Switching (G)	13,496,556		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	197,492,136	-	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	-	XXXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	6,987	XXXXXXX	16
17		4-012 Box-Equipped	144,631	XXXXXXX	17
18		4-013 Gondola-Plain	137,256	XXXXXXX	18
19		4-014 Gondola-Equipped	64,532	XXXXXXX	19
20		4-015 Hopper-Covered	153,315	XXXXXXX	20
21		4-016 Hopper-Open Top-General Service	78,412	XXXXXXX	21
22		4-017 Hopper-Open Top-Special Service	35,451	XXXXXXX	22
23		4-018 Refrigerator-Mechanical	17,117	XXXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	11,923	XXXXXXX	24
25		4-020 Flat-TOFC/COFC	125,828	XXXXXXX	25
26		4-021 Flat-Multi-Level	29,956	XXXXXXX	26
27		4-022 Flat-General Service	162	XXXXXXX	27
28		4-023 Flat-All Other	31,913	XXXXXXX	28
29		4-024 All Other Car Types-Total	19,861	XXXXXXX	29
30		4-025 TOTAL (Lines 15-29)	857,344	XXXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty 4-110 Box-Plain 40-Foot	-	XXXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	6,747	XXXXXXX	32
33		4-112 Box-Equipped	133,600	XXXXXXX	33
34		4-113 Gondola-Plain	132,993	XXXXXXX	34
35		4-114 Gondola-Equipped	63,219	XXXXXXX	35
36		4-115 Hopper-Covered	159,927	XXXXXXX	36
37		4-116 Hopper-Open Top-General Service	73,953	XXXXXXX	37
38		4-117 Hopper-Open Top-Special Service	36,747	XXXXXXX	38
39		4-118 Refrigerator-Mechanical	15,545	XXXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	12,030	XXXXXXX	40
41		4-120 Flat-TOFC/COFC	10,887	XXXXXXX	41
42		4-121 Flat-Multi-Level	18,743	XXXXXXX	42
43		4-122 Flat-General Service	179	XXXXXXX	43
44		4-123 Flat-All Other	32,020	XXXXXXX	44
45		4-124 All Other Car Types-Total	15,090	XXXXXXX	45
46		4-125 TOTAL (Lines 31-45)	711,680	XXXXXXX	46
47		4-13 Private Line Cars - Loaded (H) 4-130 Box-Plain 40-Foot	-	XXXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	12,439	XXXXXXX	48
49		4-132 Box-Equipped	19,634	XXXXXXX	49
50		4-133 Gondola-Plain	166,541	XXXXXXX	50
51		4-134 Gondola-Equipped	36,193	XXXXXXX	51
52		4-135 Hopper-Covered	312,006	XXXXXXX	52
53		4-136 Hopper-Open Top-General Service	85,016	XXXXXXX	53
54		4-137 Hopper-Open Top-Special Service	236,419	XXXXXXX	54
55		4-138 Refrigerator-Mechanical	20,373	XXXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	821	XXXXXXX	56
57		4-140 Flat-TOFC/COFC	291,722	XXXXXXX	57
58		4-141 Flat-Multi-Level	215,333	XXXXXXX	58
59		4-142 Flat-General Service	47	XXXXXXX	59
60		4-143 Flat-All Other	45,683	XXXXXXX	60
61		4-144 Tank Under 22,000 Gallons	124,656	XXXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	230,242	XXXXXXX	62
63		4-146 All Other Car Types-Total	34,913	XXXXXXX	63
64		4-147 TOTAL (Lines 47-63)	1,832,038	XXXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)			
66		4-150 Box-Plain 40-Foot	-	XXXXXXX	65
67		4-151 Box-Plain 50-Foot and Longer	8,444	XXXXXXX	66
68		4-152 Box-Equipped	15,089	XXXXXXX	67
69		4-153 Gondola-Plain	150,609	XXXXXXX	68
70		4-154 Gondola-Equipped	26,656	XXXXXXX	69
71		4-155 Hopper-Covered	261,195	XXXXXXX	70
72		4-156 Hopper-Open Top-General Service	81,351	XXXXXXX	71
73		4-157 Hopper-Open Top-Special Service	220,027	XXXXXXX	72
74		4-158 Refrigerator-Mechanical	10,436	XXXXXXX	73
75		4-159 Refrigerator-Non-Mechanical	751	XXXXXXX	74
76		4-160 Flat-TOFC/COFC	22,469	XXXXXXX	75
77		4-161 Flat-Multi-Level	120,458	XXXXXXX	76
78		4-162 Flat-General Service	13	XXXXXXX	77
79		4-163 Flat-All Other	37,268	XXXXXXX	78
80		4-164 Tank Under 22,000 Gallons	121,291	XXXXXXX	79
81		4-165 Tank - 22,000 Gallons and Over	223,508	XXXXXXX	80
82		4-166 All Other Car Types-Total	19,666	XXXXXXX	81
83		4-167 TOTAL (Lines 65-81)	1,319,231	XXXXXXX	82
84		4-17 Work Equipment and Company Freight Car-Miles	34,712	XXXXXXX	83
85		4-18 No Payment Car-Miles (I) <1>	181,917	XXXXXXX	84
86		4-19 Total Car-Miles by Train Type (Note)			
87		4-191 Unit Trains	1,790,737	XXXXXXX	85
88		4-192 Way Trains	219,182	XXXXXXX	86
89		4-193 Through Trains	2,927,003	XXXXXXX	87
		4-194 TOTAL (Lines 85-87)	4,936,922	XXXXXXX	88
		4-20 Caboose Miles	153	XXXXXXX	89

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

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

755. RAILROAD OPERATING STATISTICS - Concluded					
Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
98		6 Gross Ton-Miles (thousands) (K)			98
		6-01 Road Locomotives	36,574,889		
99		6-02 Freight Trains, Crs., Cnts., & Caboose			99
		6-020 Unit Trains	150,965,004	XXXXXXX	
100		6-021 Way Trains	14,707,934	XXXXXXX	100
101		6-022 Through Trains	249,974,347	XXXXXXX	101
102		6-03 Passenger-Trains, Crs., & Cnts.	-		102
103		6-04 Non-Revenue	3,461,614	XXXXXXX	103
104		6-05 TOTAL (Lines 98-103)	455,683,788		104
105		7 Tons of Freight (thousands)			
		7-01 Revenue	417,303	XXXXXXX	105
106		7-02 Non-Revenue	1,361	XXXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	418,664	XXXXXXX	107
108		8 Ton-Miles of Freight (thousands) (L)			
		8-01 Revenue - Road Service	229,172,569	XXXXXXX	108
109		8-02 Revenue - Lake Transfer Service	-	XXXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	229,172,569	XXXXXXX	110
111		8-04 Non-Revenue - Road Service	1,334,862	XXXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	-	XXXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	1,334,862	XXXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	230,507,431	XXXXXXX	114
115		9 Train Hours (M)			
		9-01 Road Service	4,335,248	XXXXXXX	115
116		9-02 Train Switching	1,027,710	XXXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,249,427	XXXXXXX	117
118		11 Train-Miles Work Trains (O)			
		11-01 Locomotives	381,239	XXXXXXX	118
119		11-02 Motorcars	-	XXXXXXX	119
120		12 Number of Loaded Freight Cars (P)			
		12-01 Unit Trains	2,618,532	XXXXXXX	120
121		12-02 Way Trains	3,809,096	XXXXXXX	121
122		12-03 Through Trains	11,426,902	XXXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	3,485,294	XXXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	3,197,867	XXXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	-	XXXXXXX	125
126		16 Revenue-Tons Marine Terminal (S)			
		16-01 Marine Terminals - Coal	8,831,164	XXXXXXX	126
127		16-02 Marine Terminals - Ore	4,233,472	XXXXXXX	127
128		16-03 Marine Terminals - Other	316,950	XXXXXXX	128
129		16-04 TOTAL (Lines 126-128)	13,381,586	XXXXXXX	129
130		17 Number of Foreign Per Diem Cars on Line (T)			
		17-01 Serviceable	17,256	XXXXXXX	130
131		17-02 Unserviceable	91	XXXXXXX	131
132		17-03 Surplus	-	XXXXXXX	132
133		17-04 TOTAL (Lines 130-132)	17,347	XXXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.82	XXXXXXX	134



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## 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

Carolyn T. Sizemore makes oath and states that he (she) is Vice President and Controller

(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)

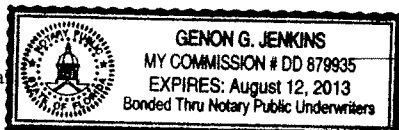
that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters that 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 26, 2009, to and including December 31, 2010.

*Carolyn T. Sizemore*  
(Signature of affiant)

Subscribed and sworn to before me, a \_\_\_\_\_ Notary Public \_\_\_\_\_ in and for the State and county above named, this 6<sup>th</sup> day of July, 2011.

My commission expires August 12, 2013.

Use an  
LS  
impression seal



*Genon G. Jenkins*  
(signature of officer authorized to administer oaths)

## MENTAL OATH

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

State of Florida

County of Duval

Michael J. Ward makes oath and states 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)

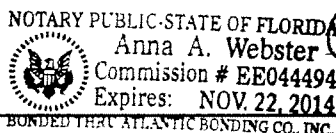
that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including December 26, 2009, to and including December 31, 2010.

*Michael Ward*  
(Signature of affiant)

Subscribed and sworn to before me, a \_\_\_\_\_ Notary Public \_\_\_\_\_ in and for the State and county above named, this 6<sup>th</sup> day of July, 2011.

My commission expires November 22, 2014.

Use an  
LS  
impression seal



*Anna A. Webster*  
(signature of officer authorized to administer oaths)

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

[illegible]

## CORRECTIONS

[illegible]

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